



City of Springfield

Agenda

City Council

Jeff Schrag, Mayor

Zone Councilmembers

Monica Horton, Zone 1
Abe McGull, Zone 2
Brandon Jenson, Zone 3
Bruce Adib-Yazdi, Zone 4

General Councilmembers

Heather Hardinger, General A
Craig Hosmer, General B
Callie Carroll, General C
Derek Lee, General D

July 14, 2025

6:30 PM

**Regional Police-Fire Training Center
2620 West Battlefield Road
Room 101, 102, and 103**

[Rules and procedures.](#)

1. ROLL CALL.

2. APPROVAL OF MINUTES.

- 2.1. Approval of Minutes. June 23, 2025, City Council Meeting and June 24, 2025, Special City Council Meeting.

3. FINALIZATION AND APPROVAL OF CONSENT AGENDAS.

CITIZENS WISHING TO SPEAK TO OR REMOVE ITEMS FROM THE CONSENT AGENDAS MUST DO SO AT THIS TIME.

4. CEREMONIAL MATTERS.

5. CITY MANAGER REPORT AND RESPONSES TO QUESTIONS RAISED AT THE PREVIOUS CITY COUNCIL MEETING.

6. SECOND READING AND FINAL PASSAGE.

Citizens Have Spoken. May Be Voted On. Except Item 6.1. Citizens May Speak on the Amendment Only.

6.1. Amended Council Bill 2025-136 (Adib-Yazdi)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Hidden Gem Estates, generally located at 6116 South Farm Road 175, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance; and authorizing gates across private streets.

6.2. Council Bill 2025-139 (Lee)

A general ordinance amending Chapter 36 of the Springfield City Code, 'Land Development Code,' Article III, 'Zoning Regulations,' Division 3, 'Administration, Enforcement, and Review,' Section 36-368, 'Publication and posting of notices,' for the purpose of aligning City Code with state publication requirements.

6.3. Council Bill 2025-141 (Carroll)

A general ordinance amending Chapter 38 of the Springfield City Code, "Building Development Codes," by deleting Article XV, "Floodplain Management," and enacting a new Article XV, "Floodplain Management," in lieu thereof for the purpose of complying with the Federal Emergency Management Agency's most recent model floodplain management ordinance.

6.4. Council Bill 2025-142 (Jenson)

A special ordinance approving the purchase of real property, commonly known as 4455 West Farm Road 168, for use as buffer land adjacent to the Southwest Wastewater Treatment Plant; and authorizing the City Manager, or designee, to enter a contract and do those things necessary to acquire said property.

7. RESOLUTIONS.

Citizens May Speak. May Be Voted On.

7.1. Council Bill 2025-144 (Hosmer)

A resolution adopting the 2025 Capital Improvements Program for the purpose of providing a schedule of public improvements for 2025 through 2030.

7.2. Council Bill 2025-145 (Carroll)

A resolution amending Resolution 10663, adopting the City's Comprehensive Plan, Forward SGF, by changing Chapter 9, Transportation & Mobility, to remove a future collector generally located between Farm Road 151 and Farm Road 159.

8. EMERGENCY BILLS.

9. PUBLIC IMPROVEMENTS.

10. GRANTS.

11. AMENDED BILLS.

12. COUNCIL BILLS FOR PUBLIC HEARING.

Citizens May Speak. Not Anticipated To Be Voted On.

12.1. Council Bill 2025-146 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 47 acres of property generally located at 6217 South Southwood Avenue from Planned Development No. 258 and GI, Government and Institutional Use District with Conditional Overlay No. 36, to GI, Government and Institutional Use District;

establishing Conditional Overlay District No. 269; and adopting an updated Official Zoning Map. (By: Tea Properties MO I, LLC; 6217 South Southwood; Z-4-2025 with Conditional Overlay District No. 269).

12.2. Council Bill 2025-147 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 7 acres of property generally located at 6323 South Hartley Avenue, also known as South Farm Road 175, from Planned Development No. 258 to GI, Government and Institutional Use District; and adopting an updated Official Zoning Map. (By: Tea Properties MO II, LLC; 6323 South Hartley Avenue; Z-5-2025).

12.3. Council Bill 2025-148 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 10 acres of property generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District; establishing Conditional Overlay District No. 270; and adopting an updated Official Zoning Map. (By: Tea Properties MO II, LLC; 6470 South Farm Road 175; Z-6-2025 with Conditional Overlay District No. 270)

12.4. Council Bill 2025-149 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 4 acres of property generally located at 3023 East Riverbluff Boulevard from R-SF, Single-Family Residential District, to GI, Government and Institutional Use District; and adopting an updated Official Zoning Map. (By: Tea Properties MO II, LLC; 3023 E. Riverbluff Blvd; Z-7-2025)

12.5. Council Bill 2025-150 (Adib-Yazdi)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 42 acres of property generally located at 3020, 3050, and 3053 East Riverbluff Boulevard from Planned Development No. 302 and GI, Government and Institutional Use District with Conditional Overlay District No. 36, to GI, Government and Institutional Use District; and adopting an updated Official Zoning Map. (By: Tea Properties MO I, LLC and Mercy Health Springfield Communities; 6323 S. Hartley Avenue; 3020, 3050 & 3053 E. Riverbluff Blvd; Z-8-2025).

12.6. Council Bill 2025-151 (Jenson)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.1 acres of property generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from Planned Development No. 319, Planned Development No. 46, and Planned Development No. 46 Amendment 2 to GR, General Retail District; and adopting an updated Official Zoning Map. (By: Guaranty Bank & NAP Legacy Real Estate LLC; 1414 West Elfindale Street and 1405 West Sunshine Street; Z-9-2025).

13. FIRST READING BILLS. Requiring One Reading.

Citizens May Speak. May Be Voted On.

13.1. Council Bill 2025-152 (Lee)

A special ordinance authorizing the City of Springfield, Missouri, to temporarily waive brush disposal fees at all city facilities due to the recent and catastrophic weather event of June 29, 2025, for the purpose of providing an efficient and accessible means of disposing of limbs and brush storm debris; and declaring an emergency pursuant to Section 2.12(1) of the City Charter.

13.2. Council Bill 2025-153 (McGull)

A special ordinance authorizing the City Manager, or designee, to enter into a Surface Transportation Block Grant Program Agreement with the Missouri Highways and Transportation Commission for the purpose of funding engineering work to extend the Fassnight Creek Greenway Trail along Bennett Street from west of National Avenue to Glenstone Avenue; amending the Fiscal Year 2025-2026 budget for the Department of Public Works in the amount of \$348,871 to appropriate federal Surface Transportation Block Grant Program funds; and declaring that this Ordinance qualifies for approval in one reading pursuant to City Charter Section 2.16(25).

13.3. Council Bill 2025-154 (Lee)

A special ordinance authorizing the City Manager, or designee, to enter into a Surface Transportation Block Grant Program Agreement with the Missouri Highways and Transportation Commission for the purpose of funding engineering work for improvements at various intersections; amending the Fiscal Year 2025-2026 budget for the Department of Public Works in the amount of \$400,000 to appropriate federal Surface Transportation Block Grant Program funds; and declaring that this Ordinance qualifies for approval in one reading pursuant to City Charter Section 2.16(25).

14. FIRST READING BILLS. Requiring Two Readings.

Citizens May Speak. Not Anticipated To Be Voted On.

14.1. Council Bill 2025-155 (Hardinger)

A general ordinance amending Springfield City Code, Chapter 10 'Alcoholic Beverages,' Article I 'In General,' Section 10-66 'Exception for Downtown and Commercial Street events,' for the purpose of removing the limitation on the number of permitted events.

14.2. Council Bill 2025-156 (Jenson)

A special ordinance authorizing the City Manager, or designee, to enter into a Box Culvert and Parallel Development Agreement with BNSF Railway Company for the installation of a reinforced concrete box culvert beneath the railroad tracks near the crossing with Boonville Avenue.

14.3. Council Bill 2025-162 (Hardinger, Horton)

A general ordinance suspending enforcement of Sec. 118-124 of the City Code, requiring payment of a vehicle inspection fee for taxicabs; and referring Chapter 118 –

Vehicles for Hire, Article II – Taxicabs, Courtesy Cars and Airport Limousines, to the Finance and Administration Committee.

15. PETITIONS, REMONSTRANCES AND COMMUNICATIONS.

15.1. Michelle Genovese wishes to address City Council.

15.2. Daryl Baker wishes to address City Council.

16. NEW BUSINESS.

16.1. As per RSMo. 109.230 (4), City records that are on file in the City Clerk's office and have met the retention schedule will be destroyed in compliance with the guidelines established by the Secretary of State's office.

17. UNFINISHED BUSINESS.

18. MISCELLANEOUS.

19. CONSENT AGENDA – FIRST READING BILLS. See Item #3.

19.1. Council Bill 2025-157 (Hosmer)

A special ordinance authorizing the City Manager, or designee, to enter into a mutual aid agreement between the Brookline Fire Protection District and the City of Springfield for the purpose of providing fire protection mutual aid.

19.2. Council Bill 2025-158 (Horton)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of West Talmage Addition, generally located at 2655 North Grant Avenue and 739 West Talmage Street, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

19.3. Council Bill 2025-159 (McGull)

A special ordinance authorizing the City Manager, or designee, to enter into an Intergovernmental Agreement with the Board of Governors of Missouri State University for the purpose of continuing to provide enhanced law enforcement services within and around the Missouri State University campus.

20. CONSENT AGENDA – ONE READING BILLS. See Item #3.

20.1. Council Bill 2025-160 (Hardinger)

A resolution confirming the appointment of Matt Blevins and Heidi Herrman-Bacon, and the reappointment of Teresa Emerson and Travis Tindall to the Commercial Street Community Improvement District Board of Directors.

20.2. Council Bill 2025-161 (Carroll)

A special ordinance amending the budget of the City of Springfield for Fiscal Year 2025-2026, in the amount of \$123,473.93, to accept and appropriate funds from the State Homeland Security Grant Program; and declaring that this Ordinance qualifies for approval in one reading pursuant to City Charter Section 2.16(25).

21. CONSENT AGENDA – SECOND READING BILLS. See Item #3.

21.1. Council Bill 2025-143 (Horton, McGull)

A special ordinance authorizing the City Manager, or designee, to enter into a Memorandum of Understanding with the Missouri Department of Natural Resources for the purpose of installing, operating, and maintaining two streamgages.

21.2. Confirm the following reappointment to the Springfield-Greene County Library Board: Chris Bozarth with term to expire July 1, 2028.

21.3. Confirm the following appointment to the Art Museum Board: Lindsey McDaniel with term to expire June 1, 2028.

21.4. Confirm the following appointment to the Art Museum Board: Misty Tollett with term to expire June 1, 2026.

21.5. Confirm the following appointment to the Art Museum Board: Mark Wheeler with term to expire June 1, 2027.

21.6. Confirm the following reappointments to the Art Museum Board: Nora Cox and Dr. Mitzi Kirkland-Ives with terms to expire June 1, 2028.

22. END OF CONSENT AGENDA.

23. ADJOURN.



City of Springfield

Minutes

City Council Meeting

Jeff Schrag, Mayor

Zone Councilmembers

Monica Horton, Zone 1
Abe McGull, Zone 2
Brandon Jenson, Zone 3
Bruce Adib-Yazdi, Zone 4

General Councilmembers

Heather Hardinger, General A
Craig Hosmer, General B
Callie Carroll, General C
Derek Lee, General D

June 23, 2025

6:30 PM

Regional Police-Fire

**Training Center
2620 West Battlefield Road
Room 101, 102, and 103**

1. ROLL CALL.

Present: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Absent: None.

2. APPROVAL OF MINUTES.

- 2.1. Approval of Minutes. May 19, 2025, City Council Meeting, May 27, 2025, Special City Council Meeting, and June 9, 2025, City Council Meeting.

Councilmember Jenson moved to approve the minutes of the May 19, 2025, City Council Meeting, May 27, 2025, Special City Council Meeting, and June 9, 2025, City Council Meeting as presented. Mayor Pro Tem Hardinger seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

3. FINALIZATION AND APPROVAL OF CONSENT AGENDAS.

CITIZENS WISHING TO SPEAK TO OR REMOVE ITEMS FROM THE CONSENT AGENDAS MUST DO SO AT THIS TIME.

The Consent Agenda was approved as presented by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

4. CEREMONIAL MATTERS.

5. CITY MANAGER REPORT AND RESPONSES TO QUESTIONS RAISED AT THE PREVIOUS CITY COUNCIL MEETING.

Collin Quigley, Interim City Manager, noted the City held construction kickoff ceremonies for both Historic City Hall and the Jefferson Avenue Footbridge last week, followed by tours. He further noted both were significant icons of the City. He added the progress of both projects could be tracked at springfieldmo.gov.

Mr. Quigley noted the City's general fund 1% sales tax year to date in June 2025, compared to the budget, was up 2.4 percent. He further noted this reflected a 12-month trend in which actual revenues were up 2.4 percent compared to the budget. He added actual revenues were up 3.81 percent on a year-to-date basis compared to the same time period last year.

Mr. Quigley noted the City of Springfield was seeking public input as it worked to reestablish and update the Kearney Street Corridor Redevelopment Plan, originally adopted in 2018 and expired in 2023. He further noted a public meeting would be held from 6:00 p.m. to 7:00 p.m. on Tuesday, June 24, at Doling Park Northview Center located at 305 W. Talmage. He added neighbors, business owners, and developers were invited to review past successes and share ideas for future improvements. The revised plan aimed to align with Forward SGF and updated development codes to enhance access to redevelopment incentives along the 3.5-mile corridor.

Mr. Quigley noted the City of Springfield's Planning and Development Department invited residents to participate in upcoming Center City public meetings focused on "Missing Middle" housing—housing types that fill the gap between single-family homes and large apartment buildings. He further noted the sessions were an opportunity to learn more and share input on how this housing could support neighborhood goals. He added the meetings included: Grant Beach Neighborhood at 6:30 p.m. on July 8 at The Fairbanks located at 1126 N. Broadway Ave.; Tom Watkins Neighborhood at 6:00 p.m. on July 16 at the Library Station located at 2535 N. Kansas Expressway; and Doling Neighborhood at 6:30 p.m. on July 17 at Hillcrest Presbyterian Church located at 818 E. Norton Rd. Mr. Quigley noted all were welcome to attend.

Mr. Quigley noted Springfield celebrated 40 years as a Tree City USA with a special Arbor Day event at Hammons Field during the June 18 Springfield Cardinals game. He further noted more than 1,000 students attended the celebration, which included an interactive educational program funded by the Missouri Department of Conservation, tree planting by Public Works arborists, and informational booths hosted by local organizations highlighting the importance of trees and urban forest stewardship.

Councilmember Lee asked for an update on trees near the Jefferson Avenue Footbridge that had not been cleaned up from the previous storm. Mr. Quigley responded an event would be held on July 17 for volunteer clean-up. He added more information would be provided. Mr. Quigley further noted of the 175 original tier one properties, there were approximately 80 remaining. He added Building Development Services would go door to door and work with contractors to remove trees and limbs on those structures. Mr. Quigley noted tier two and three properties would be picked up by the contractor.

6. SECOND READING AND FINAL PASSAGE.

Citizens Have Spoken. May Be Voted On.

6.1. Council Bill 2025-121 (Horton)

A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 104 acres of property generally located at 3299, 3373, and 3449 North Vernon Road from R-SF, Single-Family Residential District to Planned Development No. 391; and adopting an updated Official Zoning Map. (By: Hulston Investments Inc. & Laura Hawkins-Morris et al; 3299, 3373 and 3449 North Vernon Road (Farm Road 159); Planned Development No. 391).

Anita Cotter, City Clerk, noted a protest petition was received and found to be sufficient at 30.8 percent. She further noted a copy of the supplemental explanation see was provided at City Council's places and a supermajority, or 6 votes, would be needed for passage.

Councilmember Horton provided comments related to questions at the previous meeting regarding public safety. She noted Fire Station Four was the primary fire station for emergency response in the area and was within a four-minute travel time. Councilmember Horton further noted a Police Area Representative assigned to the Doling neighborhood would be available to respond to non-emergencies.

Ordinance 6930. Council Bill 2025-121 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: Councilmember Hosmer. Absent: None. Abstain: None.

6.2. Council Bill 2025-124 (Carroll)

A special ordinance authorizing the City Manager, or designee, to apply to the United States Department of Housing and Urban Development ("HUD") for Federal Fiscal Year 2025 Community Development Block Grant ("CDBG") funds in the amount of \$1,489,039 and HOME Investment Partnerships Program ("HOME") funds in the amount of \$1,013,179.74 pursuant to the Consolidated Plan; to accept CDBG and HOME funds if awarded and enter into agreements necessary to accept and carry out any such grants; and approving the grant project recommendations.

Ordinance 28162. Council Bill 2025-124 (Carroll) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.3. Council Bill 2025-125 (Horton)

A special ordinance amending the Fiscal Year 2024-2025 budget of the Airport, in the amount of \$665,000 to appropriate reserves from the Capital Improvement Fund to supplement the current budget of the Airport Terminal Flooring Project.

Ordinance 28163. Council Bill 2025-125 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.4. Council Bill 2025-126 (Horton)

A special ordinance amending the Fiscal Year 2024-2025 budget for the Department of Environmental Services, in the amount of \$1,870,000, to appropriate retained earnings of the Clean Water Fund for design of the Northwest Wastewater Treatment Plant Facility Improvements Project.

Ordinance 28164. Council Bill 2025-126 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.5. Council Bill 2025-127 (Lee)

A special ordinance authorizing the City of Springfield, Missouri (the "City"), to enter into a collective bargaining agreement (the "CBA") with the International Brotherhood of Electrical Workers AFL-CIO Union Number 753 ("IBEW") regarding a bargaining unit within the City's Crafts, Trades, and Labor employee group; authorizing the City Manager, or designee, to execute the same; and authorizing the City Manager to enter into agreements with the IBEW regarding matters of interpretation of the CBA.

Ordinance 28165. Council Bill 2025-127 (Lee) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.6. Council Bill 2025-128 (Carroll)

A special ordinance authorizing the City of Springfield, Missouri (the "City"), to enter into a First Amendment to the July 1, 2024, Collective Bargaining Agreement (the "CBA") with the International Brotherhood of Electrical Workers AFL-CIO Union Number 753 ("IBEW") regarding a bargaining unit within the City's Professional, Administrative, and Technical employee group for the purpose of increasing salaries; authorizing the City Manager, or designee, to execute the same; and authorizing the City Manager to enter into agreements with the IBEW regarding matters of interpretation of the CBA.

Ordinance 28166. Council Bill 2025-128 (Carroll) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.7. Council Bill 2025-129 (Hardinger)

A special ordinance authorizing the City of Springfield, Missouri (the “City”), to enter into a First Amendment to the July 1, 2024, Collective Bargaining Agreement (the “CBA”) with the Springfield Police Officers’ Association, Fraternal Order of Police Lodge 22 (“SPOA”) for the purpose of increasing salaries; authorizing the City Manager, or designee, to execute the same; and authorizing the City Manager to enter into agreements with the SPOA regarding matters of interpretation of the CBA.

Ordinance 28167. Council Bill 2025-129 (Hardinger) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.8. Council Bill 2025-130 (Hosmer)

A special ordinance authorizing the City of Springfield, Missouri (the “City”), to enter into a First Amendment to the July 1, 2024, Collective Bargaining Agreement (the “CBA”) with the International Association of Fire Fighters, Southern Missouri Professional Fire Fighters Local 152 (“IAFF”) for the purpose of increasing salaries; authorizing the City Manager, or designee, to execute the same; and authorizing the City Manager to enter into agreements with the IAFF regarding matters of interpretation of the CBA.

Ordinance 28168. Council Bill 2025-130 (Hosmer) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.9. Council Bill 2025-131 (Lee)

A general ordinance amending the Springfield City Code, Section 2-92. “Salary Ordinance,” by amending job titles within the City service to add or delete various job titles; by providing pay adjustments for non-bargaining unit employees on the following salary schedules: Professional, Administrative, and Technical (Non-Union and Unclassified), Crafts, Trades and Labor Non-Union, Fire Protection Schedule Non-Union (80 and 112 Hour), and Law Enforcement Schedule Non-Union; and by incorporating pay improvements impacting bargaining unit members that were negotiated and tentatively agreed to.

Ordinance 6931. Council Bill 2025-131 (Lee) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.10. Council Bill 2025-132 (Carroll)

A general ordinance amending the Springfield City Code, Section 2-91, known as the "Merit System Rules and Regulations," by amending Merit Rule 22.5 Life Insurance - Bomb Squad, Water Rescue, and Hazardous Materials Teams for the purpose of adding Technical Rescue.

Ordinance 6932. Council Bill 2025-132 (Carroll) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.11. Council Bill 2025-133 (Hosmer)

A special ordinance authorizing the City Manager, or designee, to enter into an agreement with the Springfield Convention and Visitors Bureau, Inc., d/b/a Visit Springfield, Missouri, in an amount to equal forty-seven percent (47%) of the City's proceeds from the hotel/motel gross receipts tax, estimated to be \$4,421,575 for Fiscal Year 2025-2026, for the purpose of promoting travel and tourism within the City of Springfield.

Ordinance 28169. Council Bill 2025-133 (Hosmer) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.12. Council Bill 2025-134 (Hardinger)

A special ordinance authorizing the City Manager, or designee, to enter into an agreement with the Greater Springfield Area Sports Commission, Inc., in an amount to equal four and one-half percent (4.5%) of the City's proceeds from the hotel/motel gross receipts tax, estimated to be \$339,750 for Fiscal Year 2025-2026, to promote the attraction of sporting events to the community.

Ordinance 28170. Council Bill 2025-134 (Hardinger) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.13. Council Bill 2025-135 (Lee)

A special ordinance authorizing the City Manager, or designee, to enter into an agreement with the Springfield Regional Arts Council, Inc., in an amount to equal four and one-half percent (4.5%) of the City's proceeds from the hotel/motel gross receipts tax, estimated to be \$339,750 for fiscal year 2025-2026, to support the visual and performing arts within the City of Springfield.

Ordinance 28171. Council Bill 2025-135 (Lee) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

6.14. Council Bill 2025-068 (Hosmer)

A general ordinance amending Chapter 70 of the Springfield City Code, 'Licenses, Permits and Miscellaneous Business Regulations,' Article II, "Business and Occupational Licenses in General,' Division 1, 'Generally,' Sections 70-36, 'Application for license,' and 70-44, 'Payment of other taxes and special charges prerequisite to issuance of license,' for the purpose of requiring proof of payment of all personal property taxes as a prerequisite of obtaining an occupational license.

Ordinance 6933. Council Bill 2025-068 (Hosmer) was approved by the following vote: Ayes: Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: Councilmember Lee. Absent: None. Abstain: Councilmember Jenson and Councilmember Horton.

6.15. Council Bill 2025-136 (Adib-Yazdi)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Hidden Gem Estates, generally located at 6116 South Farm Road 175, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance; and authorizing gates across private streets.

Councilmember Lee noted what was in front of City Council to be voted on was an agreement between the developer and the Doran family which included seven points they had agreed upon. He further noted the developer was not currently in agreement with the addition of those seven points.

Councilmember Lee moved to amend Council Bill 2025-136 (Adib-Yazdi). Councilmember Hosmer seconded the motion, and there was discussion. Councilmember Lee noted the developer did not want any of the seven agreed-on terms and only wanted to grant the Doran family access by prior consent. Councilmember Lee further noted the amendment would require a chain-link fence, which had already been completed, and it would allow gate access to the Doran family on holidays for the purpose of visiting the cemetery.

Councilmember Horton asked if any conversation was had regarding the developer noting the agreement to the seven terms had been made under duress. Councilmember Lee responded the Planning and Zoning Commission had expressed their belief access should be granted to the family.

Councilmember Horton expressed her concern the preliminary plat could not be approved based off communication alone, and expressed her belief the bill was a ministerial action, with the access issues being a civil matter. She noted an amendment could be offered to amend the Council Bill back to its original state.

Councilmember Hosmer asked if the proposed was not only an administrative action, as City Council had full discretion to vote for or against the gate. Mr. Paul responded the plat and the gate were both administrative in nature, but had different standards. He noted the plat either met the standards or not, while the gate was at the sole discretion of City Council and conditions could be attached to that piece of the proposed.

Councilmember Hosmer asked if the roadway would be open to the public should City Council decide to not allow a gate. Mr. Childers noted it was currently a private road within a public right-of-way. He added if there were no gate, it could possibly be signed as a private road. Councilmember Hosmer expressed his belief the amendment would strike a reasonable balance between the interests of the two parties.

Councilmember Jenson expressed his belief the Doran family had a reasonable request which the developer had agreed to. He noted this required no additional funds but was refused by the developer to keep uninvited guests out. He noted the preliminary plat process did not legislate morality. He further noted the approval of a gate for a private subdivision was a separate matter. Councilmember Jenson noted City Council had sole discretion to determine when a gate could be permitted across any private street and was a legislative matter. Councilmember Jenson further noted the ramifications of approving the gate would limit access for the Doran family to a small, heavily-wooded trail, and the only redress the family would have would be a civil suit. Councilmember Jenson expressed his appreciation for the amendment, and noted he would offer an amendment to reject the gate if Councilmember Lee's amendment should fail.

Councilmember McGull noted he had a hard time understanding why the City would be involved in controversy between reasonable access and a developer with the intention of creating a gated community. He expressed his belief the City should not be involved in the issue.

Councilmember Adib-Yazdi expressed his appreciation for Councilmember Lee's amendment, and noted he was sympathetic and empathetic to the issue. He noted he felt no obligation as the sponsor to remove the proposed from the agenda.

Councilmember Hosmer clarified that City Council was called upon to give authority, or not, for a gate. He noted they could also place conditions on the gate if desired to allow access to the Doran family. He expressed his belief the Doran family deserved access to the cemetery.

Councilmember Horton asked for the process to offer an additional amendment. Mr. Paul responded there would be a vote on the current amendment, and any other substitute amendment could be offered after the vote.

Councilmember Jenson noted if Councilmember Lee's amendment passed, he would not bring forward another amendment.

Councilmember Horton noted it was her understanding that if the amendment passed, the developer would request their application be withdrawn. Mr. Paul expressed his understanding was that if the bill was not amended to its original state, the developer wished to withdraw the application.

The motion to amend Council Bill 2025-136 was approved by the following vote: Ayes: Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, and Mayor Schrag. Nays: Councilmember McGull and Councilmember Adib-Yazdi. Absent: None. Abstain: Councilmember Jenson and Councilmember Horton.

Mayor Schrag noted the Council Bill would be held over and public comment would continue

on the amendment only at the next City Council meeting.

Mr. Paul noted it would be proper to hear any additional amendments.

Councilmember Horton moved Council Bill 2025-136 be amended to revert to its original agreement. The motion died for lack of a second.

Anita Cotter, City Clerk, noted the vote of Councilmember Carroll did not register for Council Bill 2025-068. Councilmember Carroll verbally stated her vote as aye. The vote was registered under Council Bill 2025-068.

7. RESOLUTIONS.

8. EMERGENCY BILLS.

9. PUBLIC IMPROVEMENTS.

10. GRANTS.

11. AMENDED BILLS.

12. COUNCIL BILLS FOR PUBLIC HEARING.

Citizens May Speak. Not Anticipated To Be Voted On.

12.1. Council Bill 2025-139 (Lee)

A general ordinance amending Chapter 36 of the Springfield City Code, 'Land Development Code,' Article III, 'Zoning Regulations,' Division 3, 'Administration, Enforcement, and Review,' Section 36-368, 'Publication and posting of notices,' for the purpose of aligning City Code with state publication requirements.

Mayor Schrag recused himself from Council Bill 2025-139 and left the dais.

Steve Childers, Director of Planning and Development, provided a brief overview of the proposed. Mr. Childers noted the current City Code contained an additional requirement that legal descriptions be included in any published notice of public hearing for a proposed change in zoning boundary or conditional use permit. He further noted this was a requirement of our City Code but not a requirement of State statute to publish a full legal notice of anything of that matter. He added the City Code was in excess of the minimum requirement. Mr. Childers noted the proposed would modify the Code to not require the full legal notice of the property to be published, but to only meet what was required.

Councilmember Hosmer asked if the address would be listed instead of the legal description. Mr. Childers responded legal descriptions of some of the properties were lengthy and, going forward, the description would contain the address and some ownership information. He added the legal description would not accompany the notice, and this would also save the cost of publication.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

13. FIRST READING BILLS. Requiring One Reading.

Citizens May Speak. May Be Voted On.

13.1. Council Bill 2025-140 (Horton)

A special ordinance approving the plans and specifications for the Mount Vernon and Miller sidewalks project; accepting the bid of JD Wallace Contracting, LLC for construction of the project in the amount of \$813,162; authorizing the City Manager, or designee, to enter into a contract with such bidder; and declaring that this Ordinance qualifies for approval in one reading pursuant to Section 2.16(25) of the City Charter.

Evan Bergmann, Project Manager, provided a brief overview of the proposed. Mr. Bergmann noted the proposed would allow acceptance of the bid of JD Wallace Contracting, LLC, for the construction of the Mount Vernon and Miller Sidewalks project. He further noted three bids were received, and all bids were within 5 percent on average of the engineer's estimate.

Councilmember Adib-Yazdi noted the bid was quite a bit less from the engineer's estimate and the other two bids. He asked how the 5-percent was calculated and for more information about JD Wallace. Mr. Bergmann responded all three bids were averaged together, and this number was within 5-percent of the engineer's estimate. He noted JD Wallace had previously completed work for the City.

Councilmember Lee disclosed JD Wallace was a client of Lee Engineering, and he would be voting on the proposed.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

Ordinance 28172. Council Bill 2025-140 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

14. FIRST READING BILLS. Requiring Two Readings.

Citizens May Speak. Not Anticipated To Be Voted On.

14.1. Council Bill 2025-141 (Carroll)

A general ordinance amending Chapter 38 of the Springfield City Code, "Building Development Codes," by deleting Article XV, "Floodplain Management," and enacting a new Article XV, "Floodplain Management," in lieu thereof for the purpose of complying with the Federal Emergency Management Agency's most recent model floodplain management ordinance.

Chris Dunnaway, Principal Engineer, provided a brief overview of the proposed. Mr. Dunnaway noted flood insurance rate maps were developed by the Federal Emergency Management Agency (FEMA) as part of the National Flood Insurance Program to communicate flood risks to the public. Mr. Dunnaway further noted the maps were last updated for the community in 2010 and the proposed maps were based on better topography data. He added, if adopted, the maps would become effective on September 19, 2025.

An opportunity was given for citizens to express their views. With no appearances, the public hearing was declared closed.

15. PETITIONS, REMONSTRANCES AND COMMUNICATIONS.

15.1. David Romano wishes to address City Council.

David Romano addressed City Council regarding lane filtering. He noted there was a recent ordinance passed that prohibited lane filtering and lane splitting. Mr. Romano further noted he did not engage in lane splitting, and noted the ordinance did not differentiate between lane splitting and lane filtering. He noted lane filtering was a common practice in much of the world. Mr. Romano noted he had researched the subject and discovered it was endorsed by the American Motorcycle Association as a safer practice that reduced traffic. He further noted lane filtering allowed motorcycles to get out of the way of traffic since they accelerated faster.

Councilmember Adib-Yazdi asked if motorcycle lane filtering would also apply to scooters. Mr. Romano responded he was not sure if it would apply to scooters.

Councilmember McGull expressed his appreciation for the speaker. He expressed his belief topics going through a committee allowed for a filtering process.

Councilmember Hosmer expressed his belief committees were a good idea. He noted the Plans and Policies Committee met twice in the last seven months and there was a problem there. He asked Mr. Romano which states allowed lane filtering. Mr. Romano responded California, Colorado, Arizona, Utah, Hawaii, and Minnesota. He noted the State Legislature also allowed lane filtering at speeds of 20 miles per hour and less.

15.2. Tim Havens wishes to address City Council.

Tim Havens withdrew.

15.3. Mitchell Budd wishes to address City Council.

Mitchell Budd did not appear.

16. NEW BUSINESS.

16.1. The Mayor recommends the following reappointment to the Springfield-Greene County Library Board: Chris Bozarth with term to expire July 1, 2028. Recommended.

- 16.2. The Interim City Manager recommends the following appointment to the Art Museum Board: Lindsey McDaniel with term to expire June 1, 2028. Recommended.
- 16.3. The Interim City Manager recommends the following appointment to the Art Museum Board: Misty Tollett with term to expire June 1, 2026. Recommended.
- 16.4. The Interim City Manager recommends the following appointment to the Art Museum Board: Mark Wheeler with term to expire June 1, 2027. Recommended.
- 16.5. The Interim City Manager recommends the following reappointments to the Art Museum Board: Nora Cox and Dr. Mitzi Kirkland-Ives with terms to expire June 1, 2028. Recommended.
- 16.6. Refer to the Plans and Policies Committee review and consideration of changes to General Ordinance 6913. Referred.

Mayor Schrag asked if there was any objection to the referral. Seeing no objection, the matter was referred.

17. UNFINISHED BUSINESS.

18. MISCELLANEOUS.

19. CONSENT AGENDA – FIRST READING BILLS. See Item #3.

- 19.1. Council Bill 2025-142 (Jenson)
A special ordinance approving the purchase of real property, commonly known as 4455 West Farm Road 168, for use as buffer land adjacent to the Southwest Wastewater Treatment Plant; and authorizing the City Manager, or designee, to enter a contract and do those things necessary to acquire said property.
- 19.2. Council Bill 2025-143 (Horton, McGull)
A special ordinance authorizing the City Manager, or designee, to enter into a Memorandum of Understanding with the Missouri Department of Natural Resources for the purpose of installing, operating, and maintaining two streamgages.

20. CONSENT AGENDA – ONE READING BILLS.

21. CONSENT AGENDA – SECOND READING BILLS. See Item #3.

- 21.1. Council Bill 2025-137 (Hosmer)
A special ordinance authorizing the City Manager, or designee, to accept grant funds from the Community Foundation of the Ozarks in the amount of \$17,000 for use by the Springfield-Greene County Health Department to promote vaccine awareness and to enter into necessary agreements to carry out the grant; and amending the Fiscal Year 2024-2025 budget in the amount of \$17,000 to appropriate the funds.

Ordinance 28173. Council Bill 2025-137 (Hosmer) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

21.2. Council Bill 2025-138 (Horton)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Hulston Subdivision, generally located at 3373 and 3449 North Vernon Road, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

Ordinance 28174. Council Bill 2025-138 (Horton) was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hosmer, Mayor Pro Tem Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: None. Absent: None. Abstain: None.

22. END OF CONSENT AGENDA.

23. ADJOURN.

Councilmember Jenson moved to adjourn. Councilmember Carroll seconded the motion, and it was approved by the following vote: Ayes: Councilmember Jenson, Councilmember Horton, Councilmember McGull, Councilmember Hardinger, Councilmember Carroll, Councilmember Lee, Councilmember Adib-Yazdi, and Mayor Schrag. Nays: Councilmember Hosmer. Absent: None. Abstain: None.

**June 24, 2025
Springfield, Missouri**

The City Council met in special session on June 24, 2025, in the Councilman Denny Whayne Conference Room on the 4th Floor of the Busch Municipal Building. The meeting was called to order by Mayor Schrag.

Roll Call

Present: Abe McGull, Monica Horton, Brandon Jenson, Heather Hardinger, Callie Carroll, Derek Lee, Bruce Adib-Yazdi, and Jeff Schrag. Absent: Craig Hosmer*.

*Councilmember Hosmer arrived at 11:32 a.m.

Closed Session

Councilmember Lee moved City Council hold a closed meeting to discuss legal actions, causes of action or litigation involving a public governmental body and any confidential or privileged communications between a public governmental body or its representatives and its attorneys pursuant to Section 610.021(1), RSMo.; and hiring, firing, disciplining, or promoting of particular employees by a public governmental body when personal information about the employee is discussed or recorded pursuant to Section 610.021(3) RSMo.; and this meeting, record, and vote shall be closed, and the City Council shall stand adjourned at the end of the closed session.

Mayor Pro Tem Hardinger seconded the motion, and it was approved by the following vote: Ayes: Hosmer, Hardinger, Carroll, Lee, Jenson, Horton, McGull, Adib-Yazdi, and Schrag. Abstain: None. Absent: None.

Prepared by
Michelle Kaasa

Anita J. Cotter, MMC/MPCC
City Clerk

SUPPLEMENTAL EXPLANATION TO AMENDED COUNCIL BILL 2025-136

DATE: July 1, 2025

ORIGINATING DEPARTMENT: Law

PURPOSE: To amend Council Bill 2025-136 (Preliminary Plat of Hidden Gem Estates).

REMARKS: On June 23, 2025, Council Bill 2025-136 was amended as follows:

Material deleted from the council bill is shown in ~~strike through~~; material added to the council bill is shown underlined.

“Section 5 – City Council hereby authorizes two gates across a private street that is not named, adjacent to South Farm Road 175, as depicted on Exhibit B – Attachment 3. City Council hereby further authorizes a gate across a private street named Ruby Court, adjacent to East Evans Road, as depicted on Exhibit B – Attachment 3, subject to the following conditions:

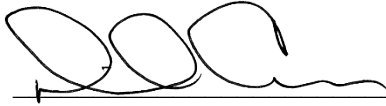
1. The access from Ruby Court to the private cemetery shall be open on the 11 major holidays, specifically New Year’s Day, Martin Luther King, Jr.’s Birthday, Washington’s Birthday, Memorial Day, Juneteenth, Independence Day, Labor Day, Columbus Day, Veterans’ Day, Thanksgiving Day, and Christmas Day.
2. The access from South Southwood Avenue to the private cemetery shall be open at all times.
3. The access from South Southwood Avenue to the private cemetery shall be a fenced pedestrian pathway provided by TAG Property Development, LLC, or its designee (“the developer”).
4. The private cemetery shall be enclosed by a chain link fence and ~~provided with a new sign, both~~ to be provided by the developer.
5. ~~The developer shall use its best efforts to minimize the slope of the terrain for the pathway described in condition 3.~~
6. ~~The relatives of those buried in the private cemetery shall use their best efforts to provide the developer with copies of the private cemetery’s records.~~
7. ~~During construction, the Ruby Court access shall not be open, and the South Southwood Avenue access shall be open.”~~

Submitted by:



Laura Vales, Assistant City Attorney

Approved by:



David Cameron, City Manager



EXPLANATION TO AMENDED COUNCIL BILL 2025-136 (ADIB-YAZDI)

FILED: 07/01/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Hidden Gem Estates, generally located at 6116 South Farm Road 175, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance; and authorizing gates across private streets.

PURPOSE: Authorizing the Director of Planning and Development to accept the dedication of public streets and easements with gates to the City of Springfield, Missouri, as shown on the Preliminary Plat of Hidden Gem Estates, generally located at 6116 South Farm Road 175 Street upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (Staff recommends that City Council accept the public streets and easements.)

BACKGROUND INFORMATION:

- A. An original Preliminary Plat of Hidden Gem Estates dated March 4th, 2025, is on file in the Department of Planning and Development, a reduced version of which is included for general reference in Exhibit B, Attachment 3.
- B. The Planning and Zoning Commission held a public hearing on March 13th, 2025, and approved the Preliminary Plat by a vote of 8 to 0, subject to the following conditions:
 - 1. All improvements shall be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
 - 2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.

3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.
 4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.
 5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.
 6. All other requirements which are necessary for this subdivision to be in compliance with the Subdivision Regulations.
- C. At the 1st City Council reading on April 7th, 2025, relatives of those buried in the cemetery spoke before Council and expressed concerns that they would not have access to the cemetery if Ruby Court were to be gated. City Council asked that an agreement be reached between the property owner and cemetery visitors before the next City Council meeting.
- D. At the 2nd City Council reading on April 21st, 2025, in response to questions asked by Council, the relatives informed City Council their concerns have not been addressed. City Council proceeded to remand this case back to the Planning and Zoning Commission as new information had been introduced since the original approval of the Preliminary Plat.
- E. The Planning and Zoning Commission held a public hearing on May 8th, 2025, in order to provide a recommendation to City Council on the approval of the gate on Ruby Court. Both parties were present and informed Commission they had not reached a resolution. This agenda item was postponed to the end of the meeting and an agreement was reached by the time Commission returned to the item. Both parties agreed to the following:
1. Access on Ruby Court shall be available on the 12 major holidays.
 2. Access from Southwood on the eastside shall be year-round.
 3. There shall be a fenced pathway to the cemetery from Southwood access.

4. There shall be a fence surrounding the cemetery and a sign replacing the old one (the black chain link fence has been ordered, and the sign has been delivered).
5. The contractor for the developer shall use its best efforts to minimize the slope of the terrain for the path on the eastside of the cemetery for access from Southwood.
6. Copies of cemetery records shall be sent to Ms. Herman.
7. During construction the path from the east shall remain open and the street access (Ruby Court) will not be open.

By a vote of 8 to 0, the Planning and Zoning Commission recommended acceptance of the right of way and easements with the gates, with the condition that the agreement decided by both parties is followed.

All required improvements shall be the sole responsibility of the sub-divider. As prescribed by Section 36-233 of the Subdivision Regulations, the improvements shall be made or guaranteed by means of bond, escrow agreement, letter of credit or other appropriate security agreement. Release of the final plat for recording shall be withheld until the sub-divider has complied with this section.

Section 36-226 of the Subdivision Regulations requires that a final plat be submitted within two years of City Council's acceptance of the public streets and easements.

Section 36-243(21) of the Subdivision Regulations permits private streets if City Council finds that such streets meet certain criteria.

Section 36-468(3) of the Zoning Ordinance gives City Council the sole discretion to determine when a gate may be permitted across any private street.

Attached for Council information is a sketch showing the location of the plat area, an exhibit showing the proposed plat, and a copy of the Planning and Development Department staff report to the Planning and Zoning Commission.

REMARKS: Staff recommends approval.

Submitted By: Andrew Menke, Senior Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. Preliminary Plat of Hidden Gem Estates Second (as Amended) - 6116 South Farm Road 175
2. PPlat Hidden Gem Estates_exhA
3. PPlat Hidden Gem Estates_exhB

One-rdg. _____
P. Hrngs. X
Pgs. 41
Filed: 06-03-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

AMENDED COUNCIL BILL 2025-136

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the Director of Planning and Development to accept the dedication of
2 public streets and easements to the City of Springfield, Missouri, as
3 shown on the Preliminary Plat of Hidden Gem Estates, generally
4 located at 6116 South Farm Road 175, upon the applicant filing and
5 recording a final plat that substantially conforms to the preliminary
6 plat; authorizing the City Clerk to sign the final plat upon compliance
7 with all the terms of this Ordinance; and authorizing gates across
8 private streets.
9 _____

10
11 WHEREAS, an original Preliminary Plat of Hidden Gem Estates, dated March 4,
12 2025, is on file with the City's Department of Planning and Development; and
13

14 WHEREAS, the Planning and Zoning Commission of the City of Springfield,
15 Missouri, held a public hearing and conditionally approved the Preliminary Plat of
16 Hidden Gem Estates on March 13, 2025, by a vote of 8-0, a copy of the Record of
17 Proceedings from said public hearing being attached hereto and incorporated herein by
18 this reference as "Exhibit A"; and
19

20 WHEREAS, the Preliminary Plat of Hidden Gem Estates shows a gated
21 subdivision with private streets, specifically a gate across a private street named Ruby
22 Court, adjacent to East Evans Road, and two gates across a private street that is not
23 named, adjacent to South Farm Road 175; and
24

25 WHEREAS, Section 36-468 of the Springfield City Code gives City Council the
26 sole discretion to authorize a gate across a private street; and
27

28 WHEREAS, the land contained within the Preliminary Plat of Hidden Gem
29 Estates contains a private cemetery; and
30

31
32 WHEREAS, Section 214.132 of the Revised Statutes of Missouri provides for
33 "reasonable ingress or egress for the purpose of visiting such cemetery . . . during

34 reasonable hours and only for purposes usually associated with cemetery visits”; and

35
36 WHEREAS, City Council held a public hearing on this Council Bill on April 7,
37 2025 and remanded this matter to the Planning and Zoning Commission on April 21,
38 2025 for the purpose of providing a recommendation on the authorization of a gate
39 across Ruby Court; and

40
41 WHEREAS, the Planning and Zoning Commission held a second public hearing
42 on May 8, 2025, for such purpose, and following said hearing recommended the
43 authorization of a gate across Ruby Court, subject to the conditions contained in
44 Section 5 herein by a vote of 8-0.

45
46
47 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY
48 OF SPRINGFIELD, MISSOURI, as follows, that:

49
50 Section 1 – City Council hereby authorizes the Director of Planning and
51 Development, on behalf of the City of Springfield, to accept the land, easements, and
52 improvements dedicated to the City, as shown on the Preliminary Plat of Hidden Gem
53 Estates, which is generally located at 6116 South Farm Road 175, as approved and
54 recommended by the Planning and Zoning Commission. The original Preliminary Plat of
55 Hidden Gem Estates is on file in the Department of Planning and Development
56 (“Approved Preliminary Plat”), a reduced version of which is attached hereto for general
57 reference as “Exhibit B – Attachment 3.” All of “Exhibit B,” including attachments, is
58 incorporated herein by this reference.

59
60 Section 2 – The Director of Planning and Development shall be authorized to
61 accept the land, easements, and improvements dedicated to the City, as shown on said
62 plat, upon the applicant filing and recording a final plat in accordance with this
63 Ordinance and the Subdivision Regulations of the City, including Sec. 36-468(6), which
64 final plat shall substantially conform to the Approved Preliminary Plat, including those
65 conditions described in “Exhibit B – Attachment 2,” and upon the Director of Public
66 Works certifying to the Director of Planning and Development and the City Clerk that the
67 public improvements have been made in accordance with City standards and
68 specifications. Said public improvements shall not be accepted until the occurrence of
69 all conditions referenced herein and in “Exhibit B – Attachment 2.”

70
71 Section 3 – The final plat shall not be recorded until: (1) the public improvements
72 relating to the Approved Preliminary Plat have been constructed according to the
73 specifications of the City of Springfield, Missouri, and are approved by the Director of
74 Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned
75 by or in connection with the construction of said improvements have been paid to the
76 City; or (2) in lieu of the construction of the improvements, that the Applicant has filed
77 with the City Manager, according to the terms of the Subdivision Regulations of the City,
78 the prescribed financial assurances in a form acceptable to the City to ensure the
79 construction of the improvements and the payment to the City of all engineering fees,

80 permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the
81 construction of the improvements.

82
83 Section 4 – Upon compliance with all the requirements of this Ordinance,
84 including the conditions described in “Exhibit B – Attachment 2,” the City Clerk is hereby
85 authorized to endorse City Council’s approval upon the final plat pursuant to Section
86 445.030, RSMo., and such endorsement shall constitute the acceptance of the Public
87 Improvements contained therein.

88
89 Section 5 – City Council hereby authorizes two gates across a private street that
90 is not named, adjacent to South Farm Road 175, as depicted on Exhibit B – Attachment
91 3. City Council hereby further authorizes a gate across a private street named Ruby
92 Court, adjacent to East Evans Road, as depicted on Exhibit B – Attachment 3, subject
93 to the following conditions:

- 94
95 1. The access from Ruby Court to the private cemetery shall be open on the 11
96 major holidays, specifically New Year’s Day, Martin Luther King, Jr.’s
97 Birthday, Washington’s Birthday, Memorial Day, Juneteenth, Independence
98 Day, Labor Day, Columbus Day, Veterans’ Day, Thanksgiving Day, and
99 Christmas Day.
100 2. The access from South Southwood Avenue to the private cemetery shall be
101 open at all times.
102 3. The access from South Southwood Avenue to the private cemetery shall be a
103 fenced pedestrian pathway provided by TAG Property Development, LLC, or
104 its designee (“the developer”).
105 4. The private cemetery shall be enclosed by a chain link fence to be provided
106 by the developer.
107 5. During construction, the Ruby Court access shall not be open, and the South
108 Southwood Avenue access shall be open.

109
110 Section 6 – This Ordinance shall be in full force and effect from and after its
111 passage.

112
113 Passed at meeting: _____

114
115
116 _____
117 Mayor

118 Attest: _____, City Clerk

119
120 Filed as Ordinance: _____
121 *Laura Vales*

122 Approved as to form: _____, Assistant City Attorney

123
124 _____
125 Approved for Council action: _____, City Manager

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – May 8, 2025

Preliminary Plat of Hidden Gem Estates
6116 South Farm Road 175

Applicant: TAG Property Development, LLC

Mr. Chris Hoeman, Assistant City Attorney noted that under City Code Section 36-468, City Council has authority to approve any gates over private roads in addition to the normal dedication of streets and rights-of-way and that the council will consider following the approval of the Preliminary Plat. He also noted the 3 gates that would need specific recommendations for clarity.

Mr. Menke stated that this is a request to provide a recommendation on the acceptance of the right of way, easements, and gate for a preliminary plat. Planning & Zoning Commission approved the Preliminary Plat on March 13, 2025, City Council reviewed for the acceptance of streets, easements, and gates on April 7 & 21, 2025 and then City Council remanded recommendation of acceptance back to Planning & Zoning Commission since new information was introduced. City Council asked the applicant to discuss with the relevant party their concerns and find a solution.

Mr. Doennig opened the public hearing.

Mr. Lyndel Link, 1391 S. Shirley, representing the developer and here to answer any questions.

Mr. Knuckles noted that the staff report seemed confusing, and Mr. Link noted that the attorney for the applicant is here and able to answer any questions.

Mr. Scott asked about the programming of the entry control and asked what will be used for the gates and Mr. Link noted that he has nothing to do with programming the entry.

Mr. Hunton asked about the old entry from the east and was told that it was steep and not a road.

Mr. Patrick Platter, 2144 E. Republic Road, represents the property owners and went over what they are proposing, the gate on Ruby Court would be open 12 major holidays throughout the year and the gates would be programmed to automatically open and close. He noted that the family has not been able to come to an agreement and has had difficulty getting in touch with them.

Mr. Scott noted that he does not believe the 12 major holidays qualifies as reasonable access and Mr. Platter noted that he has not had the opportunity to speak with the family about his proposal.

Mr. Lebeck asked the city attorney about what is considered reasonable access, Mr. Hoeman noted that there is no definition in statute or in case law.

Mr. Dwayne Doran, 5147 W. Skyler Drive, noted that they have had problems with vandalism and have tried to communicate with the developer/attorney, but have not been successful.

Mr. Lee Doran, 872 E. Stonecrest, stated that he goes to the family cemetery monthly and that his family maintains it and it is not abandoned, giving examples of past experiences.

Commission members had general discussion about the vandalism, ingress/egress, maintenance, fencing, lot size, etc., and that the Department of Natural Resources has been contacted.

Commission members also asked the developer and the family if they can meet and negotiate this evening to get to a settlement.

Mr. Doennig closed the public hearing.

COMMISSION ACTION: #1

Planning and Zoning Commissioner Lebeck moved to postpone/move to 7.3 on the agenda Preliminary Plat of Hidden Gem Estates; Commissioner Knuckles seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Pauly, Commissioner Gunther, Commissioner Knuckles, and Commissioner Lebeck. Nays: None. Absent: Commissioner Colony. Abstain: None.

Mr. Patrick Platter and Mr. Dwayne Doran came back to the podium as they noted that they had reached an agreement regarding the cemetery:

1. Access on Ruby Court shall be available on the 12 major holidays.
2. Access from Southwood on the eastside shall be year-round.
3. There shall be a fenced pathway to the cemetery from Southwood access.
4. There shall be a fence surrounding the cemetery and a sign replacing the old one (the black chain link fence has been ordered, and the sign has been delivered).
5. The contractor for the developer shall use its best efforts to minimize the slope of the terrain for the path on the eastside of the cemetery for access from Southwood.
6. Copies of cemetery records shall be sent to Ms. Herman.
7. During construction the path from the east shall remain open and the street access (Ruby Court) will not be open.

COMMISSION ACTION: #2

Planning and Zoning Commissioner Scott moved to approve with conditions (see above) Preliminary Plat of Hidden Gem Estates; Commissioner Lebeck seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Ridge, Commissioner Scott, Commissioner Hunton, Commissioner Pauly, Commissioner Gunther, Commissioner Knuckles, and Commissioner Lebeck. Nays: None. Absent: Commissioner Colony. Abstain: None.



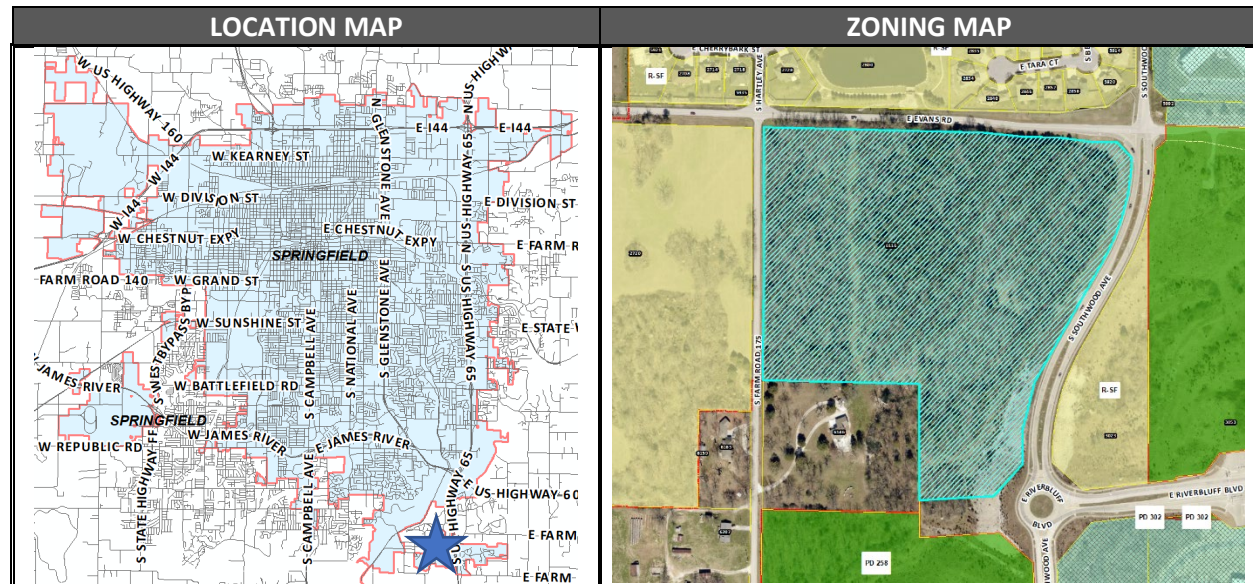
Bob Hosmer, AICP
Planning Manager

DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION	
Case Number:	Preliminary Plat of Hidden Gem Estates
Location:	6116 South Farm Road 175
Total Acres:	25.76 acres
Applicant:	TAG Property Development, LLC
Existing Land Use:	Undeveloped & Cemetery
Neighborhood Meeting:	N/A
Planning and Zoning Commission:	May 8, 2025
City Council:	June 9, 2025
Public Notification:	Posted property
Staff:	Andrew Menke, Senior Planner, (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve the preliminary plat of Hidden Gem Estates subject to the conditions listed in Attachment 2 of the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

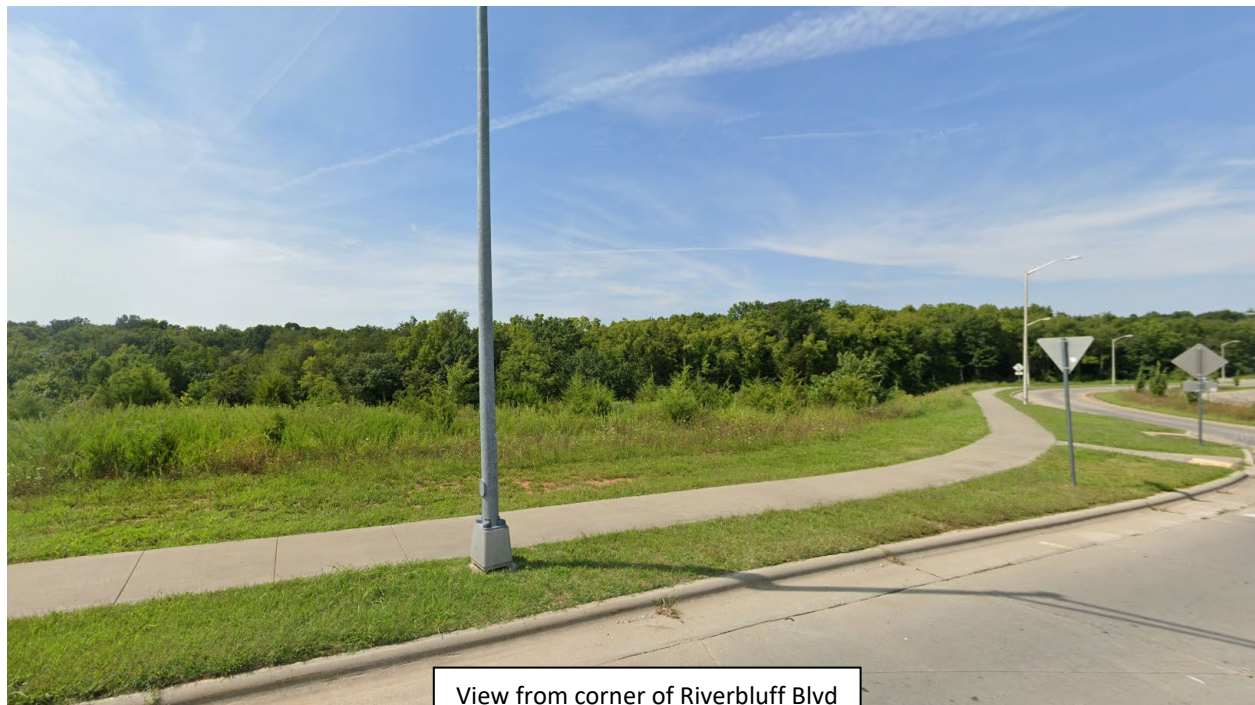
Request to subdivide approximately 25.76 acres of property generally located at 6116 South Farm Road 175 into eighteen (18) lots to facilitate the development of the site. City Council remanded this case back to Commission at their meeting on April 21, 2025. The Planning & Zoning Commission approved the Preliminary Plat on March 13, 2025. Approval of the proposed right of way, easements, and gate are what is currently subject for review.



DEVELOPMENT REVIEW STAFF REPORT



View from corner of Evans Rd &
Farm Road 175



View from corner of Riverbluff Blvd
& Southwood Ave

DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed into the city on January 13, 2025.

PLANNING AND ZONING COMMISSION AUTHORITY:

Action Type: Administrative.

A subdivision is the legal process to divide a surveyed tract of land into lots for the purposes of sale of the property. Platting is the process of mapping those lots and is considered part of the subdivision process. Subdivision is an administrative action. An administrative action is ministerial and non-discretionary. In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the minimum requirements set forth in the subdivision statutes and the subdivision regulations in the Land Development Code. If the plat meets these standards, approval is required.

Relevant Authority

Revised Statutes of Missouri: Sections 89.400 through 89.470

City Charter: Sec. 11.7. – Legal status of master plan.

- (1) *Master plan to provide general guidelines.* The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) *Regulations to generally conform to master plan.* All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) *Master plan to guide public improvements.* The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
 - (f) All proposals to acquire real property for public purposes.

DEVELOPMENT REVIEW STAFF REPORT

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

City of Springfield Land Development Code

Sec. 36-226. - Major subdivision review procedure.

(3) Preliminary plat.

- (a) After participating in the pre-subdivision review with city staff, the subdivider may prepare a preliminary plat, together with supplementary material as prescribed in section 36-263.
- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that the application is complete, the director shall place the application on the agenda of the commission at a regular meeting not later than the second such meeting following the date of the filing of the application.
- (c) The commission shall hold a public hearing on the preliminary plat. Notice of the public hearing shall be made in accordance with city ordinance and the rules of the commission.

DEVELOPMENT REVIEW STAFF REPORT

- (d) The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing. The commission shall approve, conditionally approve or disapprove the preliminary plat and if approved, the commission shall express its approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons, therefore. In any case, a notation of the action taken, and the reasons, therefore, shall be entered in the records of the commission.
- (e) If approved by the commission or approved with conditions acceptable to the applicant, then the director of planning and development shall forward the preliminary plat to the city council for its approval. Council shall determine if the land or easement proposed to be dedicated by the applicant for public use or if the public improvements shall be accepted by the city. If the city council determines that the location of the land to be dedicated for public use or the location of public improvements is appropriate and complies with applicable ordinances then the city council shall authorize the acceptance of the dedication of the land or easements upon the applicant filing and recording a final plat which substantially conforms to the preliminary plat and shall authorize the acceptance of the public improvements upon the director of public works certifying to the director of planning and development and the city clerk that the public improvements have been made in accordance with city standards and specifications.
- (f) If approved with modifications which are not acceptable to the applicant or if disapproved, the director of planning and development shall attach to the plat a statement of reasons for such action and return it to the subdivider.
- (g) Actions by the commission regarding the preliminary plat are final unless such action is appealed by the subdivider to the city council within 90 days of the action by the commission.
- (h) Effective period of preliminary approval.
 - 1. The approval of a preliminary plat shall be effective for a period of two years. The application for final plat approval must be submitted to the department of planning and development within the two-year period. Any plat not submitted within the two-year limit shall be null and void except as provided in subparagraph 2. below.
 - 2. The planning and zoning commission may at its discretion and upon application by the subdivider extend the effective period of preliminary approval by two years, one time. All other submittals shall be considered a new preliminary plat and subject to applicable reviews.

Sec. 36-243. - Streets.

- (21) *Private streets.* Private streets are discouraged and may be permitted only where the council finds:
 - (a) That private ownership, control and maintenance of street right-of-way is integral to the design and function of the subdivision;
 - (b) Provision has been made for the continuing and adequate maintenance of such streets;
 - (c) There is evidence that the property rights, including rights of access of persons purchasing land within and adjacent to the subdivision, are safeguarded to the degree they would be protected if the streets were dedicated to the public;
 - (d) The public interest and welfare is not jeopardized.

DEVELOPMENT REVIEW STAFF REPORT

Private streets shall be improved in accordance with city standards and specifications.

Sec. 36-468. – Gates across private streets.

- (3) *Gates across private streets permitted when.* No gate may be permitted across any private street serving more than one residential dwelling unit without the consent of the city council. City council shall have sole discretion to determine when a gate may be permitted across any private street and exclusive jurisdiction to grant any variance from the conditions of this article. Such consent or variance shall only be granted by approval of a preliminary plat for a new development showing the gate's placement, or the passage of a resolution when the development or subdivision pre-exists the request for a gate or gates. Council may review a request for a variance in accordance with the procedures and standards set forth in section 36-365, variances, but shall not be bound by the provisions of said section in its determination or exercise of its discretion.

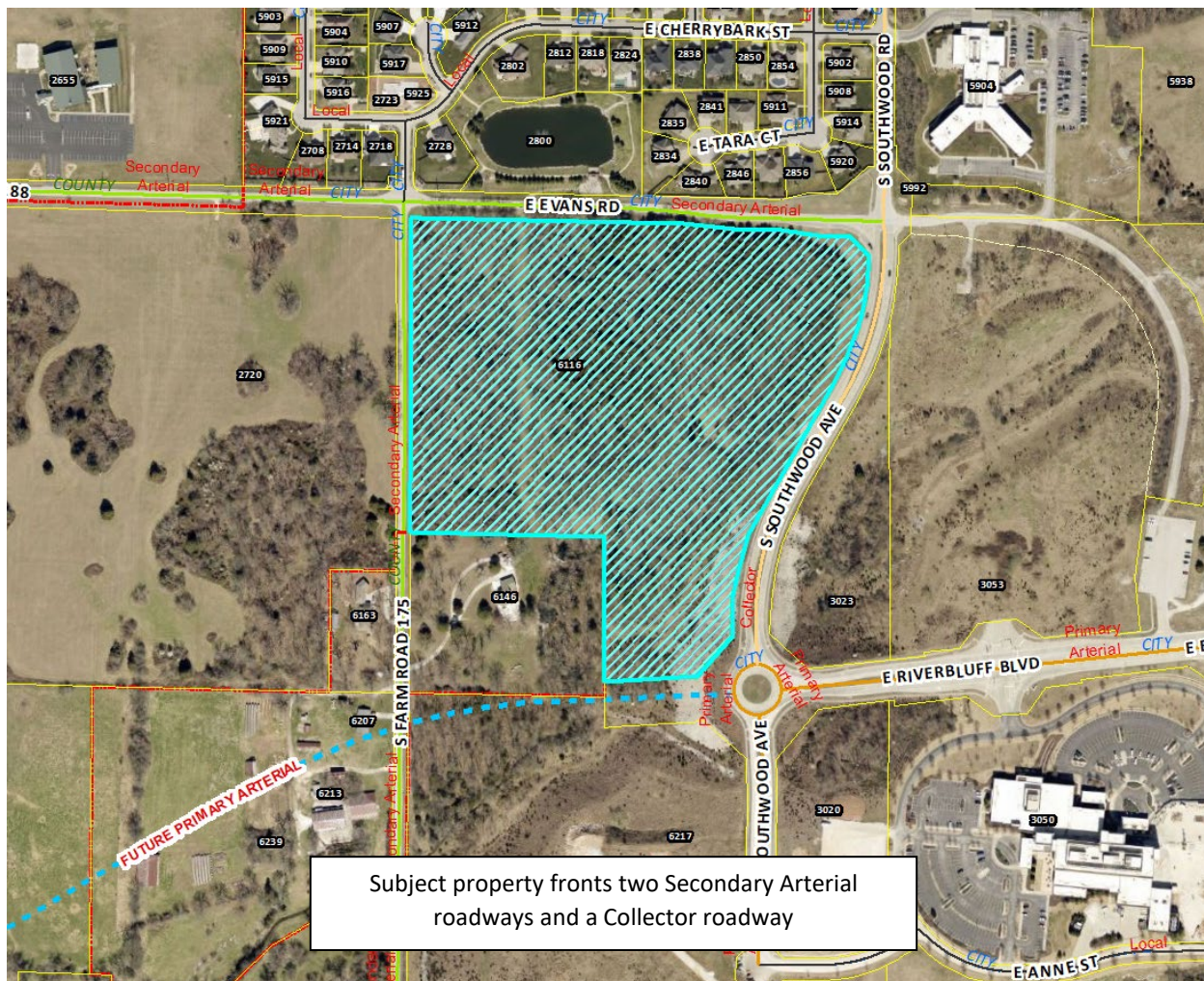
DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR SINGLE-FAMILY RESIDENTIAL
Minimum lot dimension requirements	Lot Area: 6,000 square feet Lot Width: 50 feet Lot Depth: 80 feet
Maximum structure height	- When side yards are less than 15 feet in width: 35 feet or two and one-half stories above the finished grade. - When side yards are 15 feet in width or greater: 45 feet or three stories above the finished grade.
Front yard setback	15 feet along local streets 25 feet along Collector streets or higher
Side yard setback	Five feet or as required by section 36-453, supplemental open space and yard regulations.
Rear yard setback	Ten percent of the lot depth but may not be less than ten feet nor shall more than 20 feet be required.
Street Classification	E Riverbluff Boulevard – Primary Arterial E Evans Road (Farm Road 188) – Secondary Arterial S Hartley Avenue (Farm Road 175) – Secondary Arterial S Southwood Avenue – Collector S Ruby Court – Private Local
Sidewalks	Sidewalk is required along the frontage of all adjacent streets. Sidewalk currently exists along Southwood Avenue.
Open Space Requirements	The minimum open space ratio on each buildable lot shall be at least 30 percent.

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 25.76 acres into an eighteen (18) lot subdivision named "Hidden Gem Estates".
2. The portion of South Farm Road 175 that is located within this plat will be renamed South Hartley Avenue as a part of the Major Subdivision process.
3. Lots 1-6 have frontage on Hartley Avenue, but will take access via a gated, one-way private drive that runs across the west side of the lots. The private drive is located within an access easement.
4. Ruby Court is a gated, private street that provides access to Lots 7-18 and the existing cemetery. This private street is in public right-of-way.
5. State law requires "reasonable ingress and egress" for any person wishing to visit an abandoned family cemetery on private property. Prior to the Planning & Zoning Commission hearing on March 13, 2025, the applicant agreed to place a note on the Final Plat that states, "Public access to the cemetery shall be granted for visitation purposes only."
6. After the 1st City Council reading, the Law Department determined that the City's gate ordinance does not require the type of gate planned for Ruby Court to be open from 7:00 a.m. to 6:00 p.m. This was not in the original staff report, but was presented to Commission. There is no ordinance that requires the gates to be open at a particular time.
7. At the Planning & Zoning Commission hearing on March 13, 2025, the applicant spoke in favor of the Preliminary Plat and no attendees spoke in opposition of the application.
8. At the 1st City Council reading on April 7, 2025, relatives of those buried in the cemetery on the subject property spoke before City Council and expressed concerns that they would not have access to the cemetery if the subdivision were to be gated. The relatives also stated a chain link fence that had encompassed the cemetery was removed by the property owner and they wanted to know if it would be replaced. They did not become aware of the subdivision proposal until after the Planning & Zoning Commission hearing, when they saw the signs posted on the property. City Council asked the applicant to discuss with the relatives their concerns and find a solution. Some City Councilmembers suggested adding notes to the Preliminary Plat or modifying the drawing.
9. The Law Department determined any notes added to the Preliminary Plat would require an additional 1st reading at City Council. The property owner declined to add notes to the Preliminary Plat because it would add two weeks to the processing time of the application.
10. On April 9, 2025, the applicant's representative provided written confirmation to City staff that the missing cemetery fence will be replaced with a 4-foot chain link fence.

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION CONTINUED:

11. At the 2nd City Council reading on April 21, 2025, Lee Doran, one of the cemetery relatives, relayed that they have had no communication with the applicant or their representative since the last meeting, except for a discussion in the hallway with the applicant's representative and a city staff member after that meeting. Mr. Doran relayed that the applicant's representative informed them he would follow up with them, but they were not contacted. In responding to Council's questions, Mr. Doran stated their concerns have not been addressed. Since new information was presented to City Council after the application went before Planning & Zoning Commission, City Council remanded this case back to Commission.
12. On April 29, 2025, Dwayne Doran submitted requested language for the Preliminary Plat to the City, on behalf of the Doran family. Subsequent communication has been received from the attorney of the property owner. These comments are included in **Attachment 4** of this staff report.
13. Section 36-243 of the Zoning Ordinance discourages private streets and only permits them if City Council finds that such streets meet certain criteria.
14. Per Section 36-468(3) of the Zoning Ordinance, "City Council shall have sole discretion to determine when a gate may be permitted across any private street." The Planning & Zoning Commission may provide a recommendation to City Council on what action to take.
15. The Planning and Zoning Commission may 1) recommend acceptance of the right of way and easements with the gate, or 2) recommend the acceptance of the right of way and easements subject to the condition that the proposed gate is not allowed to block the right of way and is not approved as part of the Preliminary Plat, or 3) recommend acceptance of the right of way and easements with the gate along with another requirement, such as adding a note to the Preliminary Plat regarding when the gate shall be open.
16. A single, year-round spring is located on Lot 12. The spring requires a 100-foot diameter Karst/Spring Buffer, in which no development is allowed. The purpose of the buffer area is to prevent soil destabilization, flooding hazards, and groundwater contamination.
17. The property is currently zoned R-SF, Single-Family Residential District and all lots meet the minimum requirements of the City's subdivision regulations and the R-SF, Single-Family Residential District.
18. If Planning and Zoning Commission approves the preliminary plat, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.
19. The Land Development Code requires that each lot have adequate public facilities including but not limited to water, sanitary sewer, electricity, gas, open space, storm drainage, access to the public transportation system, and that any existing natural features such as floodplains, stream buffers and sinkholes have been identified on the preliminary plat.

DEVELOPMENT REVIEW STAFF REPORT

20. The proposed preliminary plat was reviewed by City departments and comments are contained in **Attachment 1**. Conditions of Approval are provided in **Attachment 2**. The Preliminary Plat drawing can be found in **Attachment 3**. Comments that have been submitted are provided in **Attachment 4**.

STAFF RECOMMENDATION:

1. The proposed subdivision meets all applicable requirements of the City of Springfield's *Land Development Code* for subdivisions and is compatible with the zoning requirements of the R-SF Single-Family Residential District. This plat was approved by the commission at their regular March meeting.
2. Staff supports the Commission recommending acceptance of the right of way on the condition that the gate depicted on the preliminary plat is not approved and will not be installed.

PLANNING AND ZONING COMMISSION OPTIONS:

In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the requirements set forth in the subdivision statutes and the Land Development Code. If the plat meets these minimum standards, approval is required.

In this case the approved preliminary plat has been remanded to P&Z for a recommendation regarding whether the proposed gate should remain or be removed based on new information presented at the City Council public hearing on April 7, 2025. Since P&Z has already approved the preliminary plat the scope of their review is limited to one of the following options:

1. The commission may recommend acceptance of the right of way and easements with the gate, as depicted across the proposed private street identified as Ruby Court.
2. The commission may recommend acceptance of the rights of way and easements subject to the condition that the proposed gate is not allowed to block the right of way containing the private street identified as Ruby Court and is not approved as part of the preliminary plat.

PUBLIC NOTIFICATION AND COMMENTS:

The property was posted by the applicant at least 10 days prior to the public hearing. Comments that have been submitted are provided in **Attachment 4**.

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

ATTACHMENT 1

1. AT&T:

Approved.

2. CITY UTILITIES:

CU can provide Electric/Gas/Water to the development from FR 188. Utilities will need to be extended to serve all lots per CU's extension policy.

If the streets will be private, the entire private ROW area will need to be dedicated as a utility easement in addition to 10' utility easements along the perimeter of the private streets. Sapphire Ln will only need the additional 10' where the ROW area isn't adjacent to FR 175 ROW. These easements will need to be indicated in the plan view. This can be done on the final plat.

3. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING SURVEY DIVISION:

Approved.

4. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

Critical issues:

1. Public sewer needs to be extended to be available to each lot. Public improvement plans will need to be designed, submitted and constructed to city standards. The public improvements must be approved, filed and constructed or escrowed before any building permits or plats can be issued according to city code section 98-12(b)(c) Private Construction of Public Improvements and section 98-14. - Assurance for completion of Public Improvements.

2. There is a trunkline connection fee for Farmer/Hunt Branch of \$0.0075 per square foot. According to the sketch plat, the area of the subdivision is 1122159 square feet so the trunkline connection fee would be \$8,416.19

3. This fee will be added to the engineering and inspection fees which are 5.34% of the approved construction estimate for all required public improvements.

5. FIRE DEPARTMENT:

Fire hydrant placement shall comply with 2018 IFC.

6. PARKS & GREENWAYS:

Approved.

DEVELOPMENT REVIEW STAFF REPORT

7. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING RIGHT-OF-WAY DIVISION:

Approved.

8. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

Site Description and Drainage Pattern

The property is in the **Farmer Branch** drainage basin. The property **is not** located in a FEMA designated floodplain. Staff **is** aware of flooding problems in the local or downstream area. The city **is** aware of a sinkhole or other Karst feature at this location. The property **does have a stream buffer on site**.

A fee in lieu of on-site stormwater detention **will not be allowed, and detention is required**.

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

Detention and Discharge Requirements

1. Flood Control is required for the proposed development. The new subdivision drains directly to the Greene County boundary and downstream properties adjacent or crossed by the Farmer's Branch tributary are affected by the tributary flooding elevations.

Water Quality Requirements

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

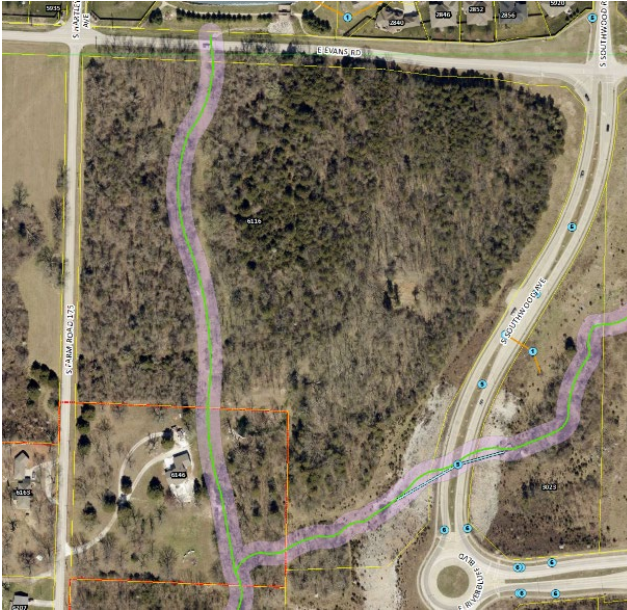
Floodplain

N/A

DEVELOPMENT REVIEW STAFF REPORT

Natural Channels and Stream Buffers

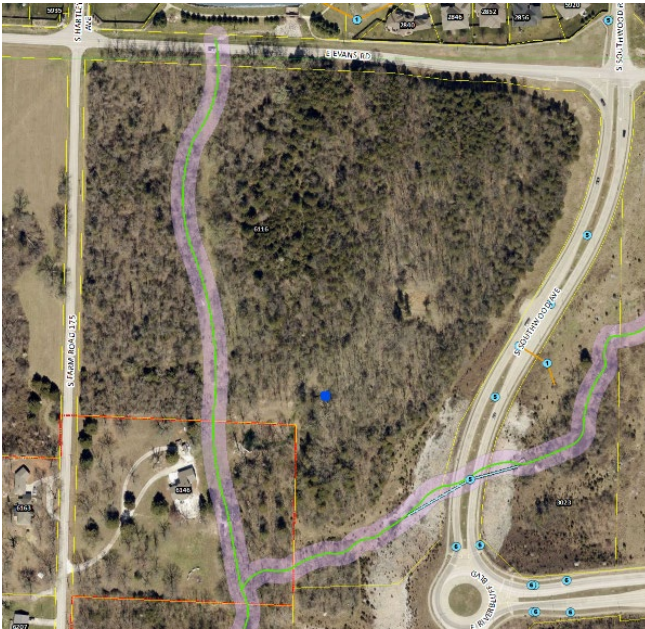
Two tributaries of the Farmers Branch stream cross the new subdivision. Both Tributaries are Category D Small Tributaries and require a 60 feet wide stream buffer easement (30 feet from top of bank both sides).



Sinkholes and Karst Features

A single year-round spring is in the southside of the subdivision on the proposed Lot 12. The spring requires a 100 feet diameter Karst/Spring Buffer. No development is allowed in the 100 feet buffer to prevent soil destabilization, flooding hazards, and groundwater contamination.

DEVELOPMENT REVIEW STAFF REPORT



9. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

Access

All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification. All gated access shall comply with current City of Springfield codes and standards.

Trails, Bus Stops, And Additional Information

There are no Greenway Trails near the property. There are no bus stops near the property.

Improvements

No improvements are required for this preliminary plat. A traffic study is not required for this property.

DEVELOPMENT REVIEW STAFF REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	E. Riverbluff Boulevard	Primary Arterial	City	50	50	NA	No	Yes	No
Street 2	E. Farm Road 188 (Evans)	Secondary Arterial	City	35	35	NA	No	Yes	No
Street 3	S. Farm Road 175 (Hartley)	Secondary Arterial	City	35	20	NA	No	Yes	No
Street 4	S. Southwood Avenue	Collector	City	30	30	NA	No	Yes	Yes
Street 5	S. Ruby Court	Local	Private	25	NA	NA	Yes	Yes	No

DEVELOPMENT REVIEW STAFF REPORT

CONDITIONS FOR APPROVAL:

ATTACHMENT 2

Staff recommended the Planning and Zoning Commission approve the Preliminary Plat, with the conditions listed below:

1. All improvements shall be constructed in accordance with the “Design Standards for Public Improvements” of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.
3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.
4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.
5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.
6. All other requirements which are necessary for this subdivision to be in compliance with the Subdivision Regulations.

If the request is recommended for denial by the Commission and the applicant requests City Council consideration, all the above conditions, plus any amendments made by the Planning and Zoning Commission, shall be included in the Council Bill.

ATTACHMENT 4

6.2 April 21, 2025 (follow up to April 7, 2025)

Council Bill 2025-078 (Simpson)

A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of Hidden Gem Estates, generally located at 6116 South Farm Road 175, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

According to City Council record of the issue:

While subdivision plats are typically subject to limited discretion from the City Council — which is considering whether to accept the dedication of streets and easements related to the project — Councilmember Lee said he was told by the city attorney that it was appropriate to send it back to Planning and Zoning because new information was brought before Council.

The City Council was unanimous in its decision.

“It’s developers like this that garner ill will between residents and the developers that do a lot of good work in our city, and I would strongly recommend that when this comes before us again, that the representative, or the owner rather, is actually here to help answer questions and work through these issues,” Zone 3 Councilmember Brandon Jenson said.

- A. Owners of private property and development as described above on which a cemetery or graves are located shall have a duty to allow ingress and egress to the cemetery or graves by (i) family members and descendants of deceased persons buried there; (ii) any cemetery plot owner; (iii) any person engaging in genealogy

research, who has given reasonable notice to the owner of record or to the occupant of the property or both.

- B. The access discussions and drawings at the (council meetings) were of a North side property entry. Doran family brought up the East side egress that was placed there under Dr. Myers ownership. However, the North side access will be more feasible for both parties involved. Dr. Myers owned that entire access and the 25 acres of development land prior to the current developer. Dr. Myers worked with the Doran family and the appropriate access to the Doran family cemetery previously.
- C. The landowner, developer, and future Home Owners Association as discussed in both City Council meetings (referred to now as HOA) will provide the following restitution as they admitted to taking it all down during the council meeting:
 - a. A replacement fence to be a six-foot rod iron fence. The fence will be surrounding the graveyard area.
 - i. Property to include all grave sights and cemetery area to include keeping the original homestead remains as described existing since the 1820's.
 - b. A replacement sign with contact information similar as to that taken down.
 - c. Designate the frequency of access to be 6am to 7pm every day.
 - i. A coded entry way with separate codes being one per HOA and one per Doran family would be ideal for all parties involved. This could be as simple as two coded padlocks interlocked.
 - 1. A code access review for the HOA access person with a Doran access person contact. At least a minimum of one annual meeting between HOA lead or leaders and Doran family leader or

leaders. This can be at one of the HOA regular meetings.

2. Hours and duration of the access 6am to 7pm and the access route as discussed to be put on record with the Plat. The traditional access route to be made obviously visible by view of the property.

d. The landowner, in the absence of any further gross negligence or willful misconduct, shall be immune from liability in any civil suit, claim, action, or cause of action arising out of the access granted pursuant to this section.

D. The right of ingress and egress granted to the people specified above shall be reasonable and limited to the purpose of visiting graves, maintaining the gravesite or cemetery, or conducting genealogy research.

E. The original remains of the homestead shall be moved by the Doran family to within the cemetery grounds. Then it can remain with the Doran family, who will be granted rights to its care and preservation for Doran family.

From: [Hosmer, Bob](#)
To: [Childers, Steve](#); [Crighton, Justin](#); [Vales, Laura](#); [Hoeman, Chris](#); [Menke, Andrew](#)
Subject: Fw: Council Bill 2025-078 Preliminary Plat 6116 South Farm Road 175 (Hartley)
Date: Thursday, May 1, 2025 3:17:27 PM

FYI

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From: Deanna S. Ward <dward@nnlaw.com>
Sent: Thursday, May 1, 2025 2:38:18 PM
To: Hosmer, Bob <bhosmer@springfieldmo.gov>
Subject: FW: Council Bill 2025-078 Preliminary Plat 6116 South Farm Road 175 (Hartley)

Dear Mr. Hosmer,

Mr. Platter is having difficulty getting an email to you. I found this email on the City's website and thought I would try it. See below for Mr. Platter's message.

Sincerely,



Deanna Ward
Legal Assistant
2144 E. Republic Road F-402
Springfield, MO 65804
Telephone: 417-882-9090
Fax: 417-882-2529

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From: P Platter <PPlatter@nnlaw.com>
Sent: Thursday, May 1, 2025 2:29 PM
To: Hosmer, Bob <Bob_Hosmer@ci.springfield.mo.us>
Cc: hermancustomhomes@gmail.com; doranl22@yahoo.com; Deanna S. Ward <dward@nnlaw.com>

Subject: Council Bill 2025-078 Preliminary Plat 6116 South Farm Road 175 (Hartley)

Dear Mr. Hosmer:

This email follows our telephone call this morning. Thank you for speaking with me and for sending Mr. Doran's letter to Ms. Herman. I introduce myself to Mr. Doran to say that Ms. Herman of the developer has contact me and my firm to assist her to find a workable solution. I mentioned to you, and now to Mr. Doran also, that I will send a letter to you so it can be included in the packet to be sent to P&Z Board members. May I say I believe we can settle, if we proceed correctly.

1. **Conference to discuss terms.** I regret that Ms. Herman did not first receive the email letter from Mr. Doran. We have read it and are reviewing it. In recognition of the suggestion by Councilman Lee, Ms. Herman and myself are still willing to discuss this matter with the Doran family. It seems as if Mr. Lee Doran is one of those speaking for the family. Perhaps Ms. Herman and I could meet with him about this matter.
2. **Access from Evans Road to the cemetery site.** Let me list some factors that I see being discussed.
 - a. The fence for the burial site will be replaced. The material/type should be discussed.
 - b. The sign will be replaced.
 - c. The City's language to be included on the plat is acceptable. It appears that the City followed the language of the state statute that applies to these situations. May we suggest that the visitation be more clearly defined as burial visitation. That appears to be what the statute intends to protect.
 - d. Before receiving Mr. Doran's letter, we had considered providing access into the subdivision on 12 holidays, averaging about 1 per month, since the Doran family report to Council they visit the site about 1 time per month. We would open the gates on those dates, so access codes are unnecessary.
 - e. Before receiving Mr. Doran's letter, Ms. Herman and I had considered the standard hours of 8 a.m. to 5 p.m. to work, especially since the days would be holidays, but I will discuss this with Ms. Herman.
 - f. We will also consider how visitation, and headstone changing, will work during infrastructure construction.
3. **Access from Southwood road to the cemetery site.** The City did not want this option, perhaps because Southwood is narrow. May I suggest that the City consider this option again. This would permit both the homeowners and the Doran family to protect their

respective privacy. This option would also eliminate the need to consider many factors listed above. Access from Southwood is a cleaner and more direct solution, but that is just me.

4. **City's position.** I hope the City takes no position on the access issue. The developer's plan meets all design criteria for a gate crossing a private road under Section 36-468. The only remaining issue is access, which is a judgment that staff wants to defer anyway to Council. Boards and Council will naturally defer to staff on matters of technical expertise. Access here is not a matter requiring technical expertise, only a decision of what is reasonable, and Council can decide what reasonable is, assuming that it must decide, which a settlement would avoid.

Thank you, Bob for your conscientious work.



Patrick J. Platter

Attorney

2144 E. Republic Road F-402

Springfield, MO 65804

Telephone: 417-882-9090

Fax: 417-882-2529

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From: [Hosmer, Bob](#)
To: [Menke, Andrew](#)
Cc: [Vales, Laura](#); [Crighton, Justin](#); [Childers, Steve](#); [Hoeman, Chris](#)
Subject: FW: To whom this may concern,
Date: Friday, May 2, 2025 11:25:20 AM

This is the email that we will include in our packet for PZ and CC. fy

Bob Hosmer, AICP Planning Manager
Development Review Office
City of Springfield, Missouri
Department of Planning and Development
417.864.1834 or 417.864.1611
General Information: <http://www.springfieldmo.gov/DevelopmentReview>
Zoning Map: <http://maps.springfieldmo.gov/zoning/>
Zoning Code: <https://library.municode.com/mo/springfield>
eCity: <https://ecity.springfieldmo.gov>

From: P Platter <PPlatter@nnlaw.com>
Sent: Friday, May 2, 2025 10:37 AM
To: Lee Doran <doranl22@yahoo.com>; Hosmer, Bob <bhosmer@springfieldmo.gov>;
hermancustomhomes@gmail.com; Deanna S. Ward <dward@nnlaw.com>
Subject: RE: To whom this may concern,

Dear Mr. Doran:

Bob's phone # is busy, so I will send you both this email. The letter I was going to send to the City today needs to be sent on Monday. I will try to call you this morning.

Very truly yours,



Patrick J. Platter

Attorney

2144 E. Republic Road F-402
Springfield, MO 65804
Telephone: 417-882-9090
Fax: 417-882-2529

From: Lee Doran <doranl22@yahoo.com>
Sent: Friday, May 2, 2025 10:33 AM
To: P Platter <PPlatter@nnlaw.com>; Bob Hosmer <bhosmer@springfieldmo.gov>;
hermancustomhomes@gmail.com; Deanna S. Ward <dward@nnlaw.com>

Subject: Fw: To whom this may concern,

Lee Doran
417-761-9645

----- Forwarded Message -----

From: Lisa Doran <wildernesschurchweddings@hotmail.com>
To: Lee Doran <doranl22@yahoo.com>
Sent: Friday, May 2, 2025 at 06:46:35 AM CDT
Subject: To whom this may concern,

To whom this may concern,
First of all, thank you for reaching out and offering to meet with us, after talking to the family we have decided it probably would be better to have our correspondence in writing from here on out.

I would like to ask you to refer back to the original email of what we find reasonable. What you offered with once a month is not reasonable as far as any of us can see. When once a month was discussed at city Council, they asked me how often "I" visit the cemetery. Please keep in mind there's between 20 to 40 of us who visit the cemetery, Periodically throughout the year. I also will be visiting much more than once a month this time of year as mowing and weed eating becomes more frequent as summer comes on depending on how much rain we get. Once a month would not even be adequate for my 87 year old father much less 89 year-old aunt, which we never know when they might feel like going, but when they do, that's exactly what we do, is go. We also have family who open and close the Missouri veteran Cemetery those visiting hours are from dusk to dawn seven days a week we understand and we accept seven days a week from 8 AM till 6 PM and feel like that is very reasonable.

As for the fence, a chain-link fence is acceptable to us to just replace the one that you've tore down. It's been a chain-link fence since the early 70s and we are good with that. We are also fine with the sign that we already have. It was just made this year. The only reason Rod iron fencing was brought up was because the developer said that's what's going around the outside of the development and we didn't want the cemetery to be an eyesore, but we are perfectly fine with chain-link.

The access to the cemetery was once offered, from your clients to be: from the North entrance, from 7AM-6PM, we all agreed to that, but as you see now why we feel like the correspondence needs to be in writing, is this something you are no longer willing to do?

And just so everyone knows and understands as soon as this land went up for sale, our son contacted the realtor to make sure everyone knew that our family cemetery was in there and that it is something we visit and take care of, It was not an abandoned cemetery.

And finally, as for the verbiage of our visiting, we don't know what you mean by burial visitation, we simply want what Missouri statute says, and have reasonable visitation to the cemetery. There have been many owners of this land throughout the years. We've never had issues with any until now, we have always treated that land with respect and will continue to do so.

Thank you for your time. We will await your response.

Lee Doran

Ps, please note that the cemetery is not being maintained by the developers at this point, the grass had not been mowed, or weed eaten around the headstones, the only thing that has been done by them is our fence ripped out, and numerous trees cut down, as well as a few path made. We will continue to maintain it, until or unless we agree to something different.

Lisa Doran

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Neale & Newman

Established 1903

Patrick J. Platter

Partner

Email: pplatter@nnlaw.com

Main: 417.882.9090

Extension: 162

May 8, 2025

Via Email Only

Mr. Bob Hosmer, AICP
Planning Manager/Development Review Office
Department of Planning and Development
City of Springfield
840 Boonville Ave.
Springfield, Missouri 65802

**In re: Council Bill 25-078
Preliminary Plat 6116 South Hartley Drive (FR 175)**

Dear Mr. Hosmer:

This letter follows the email that I sent last Wednesday about this application for a preliminary plat for a gated community of a residential subdivision. The City Council remanded this Council Bill to the Planning and Zoning Commission to consider reasonable access for the burial sites of the Doran family. The developer has proposed terms for reasonable access. It has offered to meet with the family, which the family has not answered.

The developer submits that it has proposed reasonable terms for access. The family, though with good intentions, does not propose reasonable terms, nor are they always practical. The final terms must balance the interests of the Doran family **and** the homeowners who will live in the subdivision.

The last burial was in 1905.

- 1. Language on the Plat.** The City this week has approved the notes for the preliminary plat. I also understand that the City has concluded that the preliminary plat complies with all applicable Subdivision Regulations.

Visitation days and hours. The family, as we read their proposal, now seek 24/7 access to the site through the subdivision. With all due respect, providing continuous access every day defeats the purpose of gated

NNLaw.com

Physical Address: Farmers Park, Building F, 2144 E. Republic Rd., Suite F-402, Springfield, MO 65804

Mailing Address: P.O. Box 10327, Springfield, MO 65808 • *Fax:* 417.882.2529

Mr. Bob Hosmer
Council Bill 2025-078
May 8, 2025
Page 2

communities. It is difficult to see what development could operate with the terms set forth by the family, whether it be residential or commercial.

We instead rely on the remarks of family members to City Council because they told Council they visit about once per month. We would propose opening the gate for these twelve holidays: New Year's Day, Martin Luther King, Jr. Day, President's Day, Mothers' Day, Memorial Day, Fathers' Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day, and Christmas Day. We would open the gates on those dates, so access codes are unnecessary.

2. **Visitation hours.** We propose the gate be open these days from 8 a.m. to 5 p.m. This schedule is consistent. The gates will be programmed for these access times. There should be no misunderstanding for the family or homeowners about the days and times being open.
3. **Fence and sign.** The developer is replacing the fence that was falling down before it was taken down. This previous fence was made of galvanized metal.¹ The new fence will be black and chain link. The sign has been purchased and has been delivered.
4. **Visitation and headstone repair by the family through July 1st.** We believe that the family should complete repairs to the headstones by July 1st. We expect contractors and design professionals to start visiting the site this summer to prepare for the installation of subdivision infrastructure. We also believe it reasonable for the family to provide the developer with 72-hour notice with their request for access. This acreage will be an active construction site by then.
5. **Entrance from east side.** The family has been using access from the east (from Southwood) for some time. If the family continues using this route, they avoid going through the subdivision. This route will be marked with construction fencing and should continue to be used until formal notification from TAG Development LLC that the private drive can be used for the next scheduled holiday visit.

¹ City staff has confirmed this to the developer before.

Mr. Bob Hosmer
Council Bill 2025-078
May 8, 2025
Page 3

Access from the east makes details simpler but the City prefers to eliminate the curb cut on Southwood, where the family has apparently been using for access.²

- 6. Attempts to meet with the family.** Councilman Lee wanted the parties to meet and discuss what terms could be agreed upon. We therefore sent you this letter late to give the family a chance to discuss terms.

The family sent its demands to the City and the family only sent those demands to the developer after it notified the City about its request to meet with the family and the family's failure to respond.

Once received, the developer once again attempted to meet with the family. This time, the developer requested the meeting in writing, as requested by the family, and they have again not responded.

We propose reasonable terms, and will answer questions about them at the Commission hearing scheduled for Thursday, May 8th, at 6:30 p.m.

Very truly yours,



Patrick J. Platter

PJP/dsw
CC: Ms. Terri Herman
Mr. Lee Doran

² The family assumed that there was an access easement for ingress/egress to the burial site. Council established at an April hearing that there is no recorded access easement.



EXPLANATION TO COUNCIL BILL 2025-139 (LEE)

FILED: 07/01/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending Chapter 36 of the Springfield City Code, 'Land Development Code,' Article III, 'Zoning Regulations,' Division 3, 'Administration, Enforcement, and Review,' Section 36-368, 'Publication and posting of notices,' for the purpose of aligning City Code with state publication requirements.

PURPOSE: Amending Chapter 36 of the Springfield, Missouri, City Code, 'Land Development Code,' Article III, 'Zoning Regulations,' Division 3, 'Administration, Enforcement, and Review,' Section 36-368, 'Publication and posting of notices,' for the purpose of aligning City Code with state publication requirements.

BACKGROUND INFORMATION:

ZONING ORDINANCE TEXT AMENDMENT: Publication and posting of notices

The Planning and Zoning Commission initiated this amendment at their meeting on May 8, 2025. This amendment to Section 36-368, 'Publication and posting of notices,' would remove the requirement that legal descriptions be included in any published notice of public hearing for proposed changes in zoning boundaries and conditional use permits.

FINDINGS FOR STAFF RECOMMENDATION:

1. The proposed amendment would remove the requirement to include a legal, metes and bounds property description in published notices of public hearing for proposed changes in zoning boundaries and conditional use permits. The change is being requested to bring the local requirements into alignment with Missouri state law, as well as to reduce the overall cost of advertising per application. Previously, required public notices were published for a flat fee, however, that publication option is no longer available and the remaining eligible publishers charge by the word or the line of text.
2. Forward SGF supports a Comprehensive City Code Update. This Plan calls for a full update to the City's Land Development Code and Ordinances to align regulations with the recommendations contained in each chapter. The Comprehensive Plan is a policy guide that should inform decision-making for years to come.

3. Before an amendment shall be approved by ordinance, the Planning and Zoning Commission shall have first had a public hearing regarding the proposed amendment and made an official report to the City Council regarding the Planning and Zoning Commission's recommendation regarding said amendment. Once the Planning and Zoning Commission has made its official report, any further review by the Planning and Zoning Commission shall not be required unless City Council elects to refer a matter back to the Planning and Zoning Commission for further review.
4. The Growth and Development Advisory Committee (GDAC), Downtown Springfield Association (DSA), Commercial Club and all Registered Neighborhood Associations were notified of this amendment and public hearing dates for comment.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended **approval** of the proposed amendment by a vote of 6 to 0.

The Planning and Development staff recommends the text amendment be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION: Staff recommends approval of the text amendment based on its consistency with the *Comprehensive Plan*.

Submitted By: Bob Hosmer, Planning Manager

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. Publication Requirement Text Amendment Section 36-368
2. Publication of Notices Am-exhA
3. Publication of Notices Am_exhB

One-rdg. _____
P. Hrngs. X
Pgs. 13
Filed: 06-17-25

Sponsored by: Lee

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-139

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING Chapter 36 of the Springfield City Code, 'Land Development Code,'
2 Article III, 'Zoning Regulations,' Division 3, 'Administration,
3 Enforcement, and Review,' Section 36-368, 'Publication and
4 posting of notices,' for the purpose of aligning City Code with state
5 publication requirements.
6 _____
7

8 WHEREAS, the State of Missouri requires that proposed changes to zoning
9 regulations, restrictions, and boundaries cannot become effective until after a public
10 hearing, notice of which must be published 15 days prior in an official paper or paper of
11 general circulation in a municipality, see RSMo. 89.050; and
12

13 WHEREAS, current City Code contains an additional requirement that legal
14 descriptions be included in any published notice of public hearing on a proposed
15 change in zoning boundary or conditional use permit; and
16

17 WHEREAS, following proper notice, the Planning and Zoning Commission held a
18 public hearing regarding the proposed amendment to Section 36-368 of the Springfield
19 City Code on June 12, 2025, a copy of the Record of Proceedings from said public
20 hearing being attached hereto and incorporated herein by this reference as "Exhibit A,"
21 and recommended approval of the proposed change by a vote of 6 to 0; and
22

23 WHEREAS, proper notice was given of a public hearing before City Council, and
24 said hearing was held in accordance with the law.
25

26 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
27 SPRINGFIELD, MISSOURI, as follows, that:
28

29 Section 1 – Chapter 36 of the Springfield City Code, 'Land Development Code,'
30 Article III, 'Zoning Regulations,' Division 3, 'Administration, Enforcement, and Review,'
31 Section 36-368, 'Publication and posting of notices,' is hereby amended as follows:
32

33 (Note: Language to be added is **bolded and underlined**, and language being removed
34 is ~~stricken~~.)

Section 36-368. Publication and posting of notices.

(1) *Board of adjustment.* Prior to holding a public hearing on any appeal or application for a variance or a special exception, the board shall cause notice of the hearing by the following means:

(a) Notice of the hearing shall be posted by the applicant at least ten days prior to the hearing in conspicuous places on or in the immediate vicinity of the property which is the subject of the application. One sign shall be posted for each 150 feet of street frontage, or part thereof up to a maximum of three signs, provided at least one sign is posted on each frontage of the subject property. Further provided, for applications involving more than one block, one sign is required for each street bounding or contained within the area. The applicant must comply with standards and procedures provided and approved by the director of the planning and development department and on file in the city clerk's office, regarding compliance with this section. Additional signs or alternate posting locations may be required at the discretion of the director of the planning and development department; and

(b) Notices of the hearing shall be sent by first-class mail at least ten days prior to the hearing, to the owners of all real property, as shown on the records of the county assessor, adjacent to, or within 185 feet of the subject property.

(2) *Planning and zoning commission.*

(a) *Rezoning and conditional uses.* Written notice of any public hearing before the planning and zoning commission with respect to rezoning or issuance of a conditional use permit, shall be given by the following means:

1. Notice of the hearing shall be published in an official newspaper or a newspaper of general circulation in the City of Springfield at least 15 days prior to the hearing.

2. Notice of the hearing shall be posted by the applicant at least ten days prior to the hearing in conspicuous places on or in the immediate vicinity of the property which is the subject of the application. One sign shall be posted for each 150 feet of street frontage, or part thereof, up to a maximum of three signs, provided at least one sign is posted on each frontage of the subject property. Further provided, for rezoning applications involving more than one block, one sign is required for each street bounding or contained within the area to be rezoned. The applicant must comply with standards and procedures provided and approved by the director of the planning and development department and on file in the city clerk's office, regarding compliance with this section. Additional signs or alternate posting locations may be required at the discretion of the director of the planning and development department.

82 3. Notices of the hearing shall be sent by first-class mail, at least ten days
83 prior to the hearing, to the owners of all real property, as shown on the
84 records of the county assessor, adjacent to or within 185 feet of the subject
85 property.
86

87 (b) *Amendments to the text of the article.* Prior to holding a public hearing on any
88 proposed amendment to the text of the zoning ordinance, the secretary of the
89 commission shall give written notice of the public hearing by publishing a
90 notice thereof in an official newspaper or a newspaper of general circulation
91 in the City of Springfield at least 15 days prior to the public hearing.
92

93 (3) *City council.* Prior to holding a public hearing on any rezoning or request to
94 amend the text of the zoning ordinance, the council shall give written notice thereof in
95 the same manner as is required for notices of public hearings before the planning and
96 zoning commission by subsection (2).
97

98 (4) *Establishment of urban conservation districts.* Written notice of a public hearing
99 on the proposed adoption of a resolution with respect to the creation of an urban
100 conservation district shall be published at least 15 days prior thereto in an official
101 newspaper or a newspaper of general circulation in the city.
102

103 (5) *Landmarks board.* Written notice of any public hearing before the landmarks
104 board with respect to the establishment, modification, or elimination or any historic
105 district or landmark, shall be given by the following means:
106

107 (a) Notice of the hearing shall be posted by the applicant at least ten days prior to
108 the hearing in conspicuous places on or in the immediate vicinity or the
109 property which is the subject of the application. One sign shall be posted for
110 each 150 feet of street frontage, or part thereof up to a maximum of three
111 signs, provided at least one sign is posted on each frontage of the subject
112 property. The applicant must comply with standards and procedures provided
113 and approved by the director of the planning and development department
114 and on file in the city clerk's office, regarding compliance with this section.
115 Further provided, for applications involving more than one block, one sign is
116 required for each street bounding or contained within the area. Additional
117 signs or alternate posting locations may be required at the discretion of the
118 director of planning and development department; and
119

120 (b) Notices of the hearing shall be sent by first-class mail, at least ten days prior
121 to the hearing, to the owners of all real property, as shown on the records of
122 the county assessor, adjacent to or within 185 feet of the subject property.
123

124 (6) *Content of notices.* All written notices required by this section to be published or
125 mailed shall contain all of the following information:
126

127 (a) The name of the applicant as it appears on the application.

(b) The name of the owner, if different from the applicant, as it appears on the application. If there are multiple owners, only three names shall be listed, and a complete list of property owners shall be available in the office of zoning and subdivisions.

(c) A street address or common description of the property involved.

(d) A concise and accurate description of the nature of the request.

(e) The date, time, and place of the public hearing.

(f) The place at which further information with respect to the request can be examined or copies thereof secured.

~~In addition to the above, all written notices that are published shall include a legal description of the property involved.~~

(7) *Size and content of posted notices.* Whenever written notice is required to be posted by subsections (1), (2), or (3), such notice shall be at least 30 inches in height and 24 inches in width and shall contain in letters large enough to be readable from a distance of 50 feet the words "PUBLIC HEARING" and in addition the date, time, and place of the public hearing, and a telephone number where additional information can be secured.

(8) *Substantial compliance.* Requirements with respect to published, mailed, and posted notices of hearing are construed as directory and not mandatory, and any omission or failure to comply with such requirements shall not invalidate an ordinance or act of the City of Springfield.

(9) *Neighborhood meetings.*

(a) *Development applications.* Applicant(s) shall hold a neighborhood meeting prior to the planning and zoning commission public hearing on zoning map classification change, planned developments, vacations of public right-of-way (that are not initiated by the city public works director) and conditional use permits.

1. A neighborhood meeting shall be held at least 21 days prior to the planning and zoning commission public hearing.

2. Notice of the meeting shall be sent by first-class mail, postage paid, at least ten days prior to the meeting, to at least one record owner of each real property within 500 feet of the development proposal, as shown on the records of the county assessor, and to the president or other association officer(s) or any neighborhood association(s) as on file with the director of planning and development.

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3. It is recommended the meeting be held early enough to provide time for the applicant to consider any neighborhood input, allow any changes to be evaluated by staff, and to resolve any issues if possible.
 4. The mailing shall be performed by the planning and development department; however, the letters and envelopes themselves must be prepared, and postage placed on same by the applicant. The neighborhood letters shall be submitted to the planning and development department for mailing, one business day prior to the deadline as set forth in paragraph 2. A file copy of the letter shall be provided to the planning and development department. The notice letter shall contain the following at a minimum or any additional information as required by the director of planning and development:
 - a. Description of existing conditions or zoning and proposed changes or proposed zoning.
 - b. Meeting date, time and location.
 - c. Applicant or their representative's contact information.
 - d. Development review notice and comment cards.
 5. The meeting shall be held on the property involved in the application or in the immediate vicinity. The meeting shall be scheduled from 4:00 to 6:30 p.m.
 6. Following the neighborhood meeting and at least ten days prior to the planning and zoning commission public hearing, the applicant shall submit a summary of the meeting to the planning and development department using the following format as set forth below:
 - a. Development application.
 - b. Meeting date, time and location.
 - c. Number of invitations that were sent and how the mailing list was generated.
 - d. Number of neighbors in attendance with an attached sign-in sheet.
 - e. List of issues raised, any verbal comments and how applicant plans to respond.

f. Additional information, such as comment cards, letters from neighbors, shall be attached to the summary.

If the applicant does not submit the information listed above at least ten days prior to the planning and zoning commission public hearing, the application shall be considered incomplete and the commission shall table the case and may continue the public hearing to the next meeting or a later meeting agreed to by the applicant. The applicant shall be responsible for all fees related to notifying the neighbors that the application will automatically be tabled. This notice of tabling will be sent by the planning and development department.

Section 2 – Savings Clause. Nothing in this Ordinance shall be construed to affect any suit or proceeding now pending in any court, or any rights acquired, or liability incurred, nor any cause or causes of action accrued or existing, under any act or ordinance repealed hereby, nor shall any right or remedy of any character be lost, impaired, or affected by this Ordinance.

Section 3 – Severability Clause. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. City Council hereby declares that it would have adopted the Ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

Section 4 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: Colin Sykes, Interim City Manager

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

Section 36-368 Publication and Posting of Notices Amendment

Citywide

Applicant: City of Springfield

Mr. Hosmer stated that this is a request to amend “Section 36-368 Publication and Posting of Notices” to remove the requirement to include a legal, metes and bounds property description on rezoning published notice of public hearings.

Mr. Doennig opened the public hearing.

No speakers.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Section 36-368 Publication and Posting of Notices Amendment; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

A handwritten signature in black ink, appearing to read 'Bob Hosmer', is written over a horizontal line.

Bob Hosmer, AICP
Planning Manager

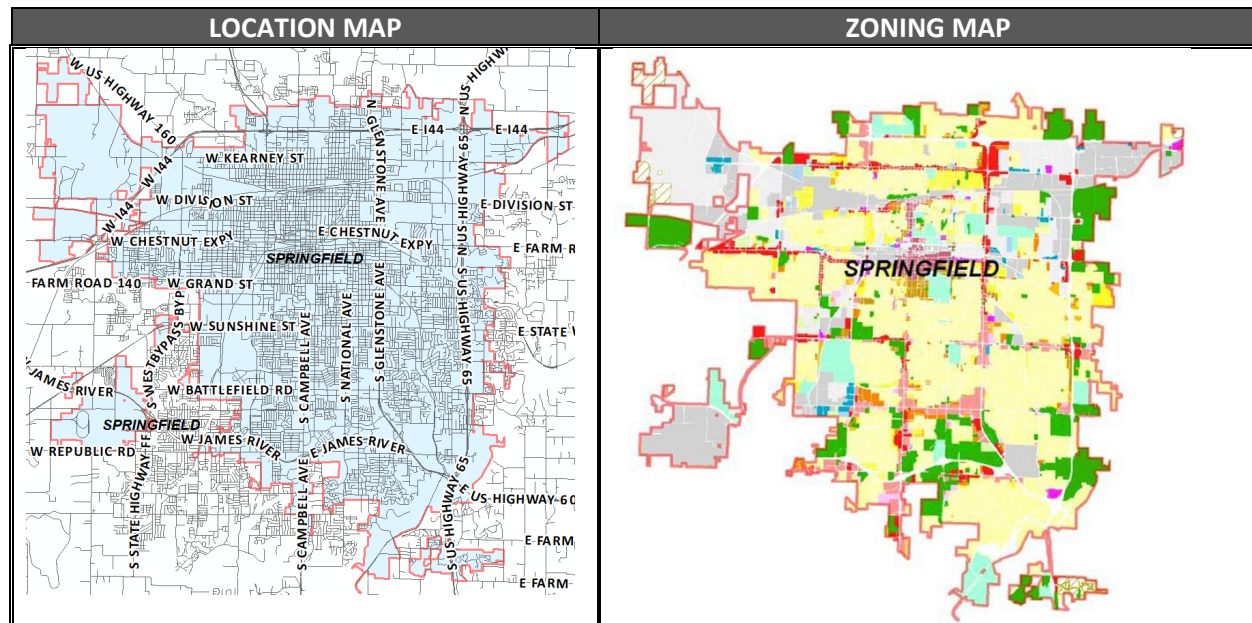


DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION:	
Case Number:	Publication and Posting of Notices Amendment
Location:	Citywide
Applicant:	City of Springfield
Neighborhood Meeting:	NA
Planning and Zoning Commission:	June 12, 2025
City Council:	June 23, 2025
Public Notification:	Springfield News Leader
Staff:	Bob Hosmer, Planning Manager
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of the text amendment to Section 36-368 as set forth in Attachment 1 to the staff report on this item. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to amend "Section 36-368 publication and posting of notices" to remove the requirement to include a legal, metes and bounds property description on rezoning published notice of public hearings.



DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) *Text amendments.* If the request is for an amendment of the text of this article, the recommendation of the planning and zoning commission may consider:

1. Whether the proposed text amendment is consistent with the Springfield Comprehensive Plan;
2. Whether the proposed text amendment is consistent with the intent and purpose of this article;
3. The areas of the city that are most likely to be affected by the proposed text amendment and the manner in which those areas will be affected;
4. Whether the proposed text amendment is necessitated by a change in conditions in the zoning districts affected and the nature of such changed conditions;
5. Information submitted at the public hearing.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

1. Forward SGF supports a Comprehensive City Code Update. This Plan calls for a full update to the City's Land Development Code and Ordinances to align regulations with the recommendations contained in each chapter. The Comprehensive Plan is a policy guide that should inform decision making for years to come, but it is not regulatory. The City needs to update its development regulations to support the Plan's vision.
2. Development Regulations. Increased use flexibility that promotes redevelopment and revitalization will need to be balanced by regulatory codes that promote and emphasize quality design and construction that is pedestrian focused and has a greater experience factor. The city's guiding principle of Quality of Place emphasizes the need for more public and private amenities and features. Future code changes will need to support the implementation of planning that promotes the development of places with a wide array of convenient services in proximity to amenity-rich, attractive, inviting, integrated corridors and districts that are within walking distance of neighborhood, trails, parks, and mixed-use centers with diverse housing options. Likewise, neighborhoods that can support low-intensity commercial hubs surrounded by diverse housing types will require codes to keep development intensity in-check at a neighborhood-scale. Plans and code changes will also need to champion alignment of subsidies and other public investments and improvements with land planning to ensure housing and economic development projects are permitted and supported in places where they are best suited and equitably dispersed across the city.

STAFF ANALYSIS AND RECOMMENDATION:

1. The Planning and Zoning Commission at their, May 8, 2025, meeting, directed City staff to prepare amendments to Section 36-368 Publication and posting of notices.
2. The proposed amendment would remove the requirement to include a legal, metes and bounds property description on rezoning published notice of public hearing. The change is being requested to bring the local requirements into alignment with Missouri State law, and

DEVELOPMENT REVIEW STAFF REPORT

to reduce the overall cost of advertising per application. Previously required public notices were published for a flat fee. That option is no longer available and the remaining eligible publishers charge by the word or the line of text.

3. Before an amendment shall be approved by ordinance, the Planning and Zoning Commission shall have first had a public hearing regarding the proposed amendment and made an official report to the City Council regarding the Planning and Zoning Commission's recommendation regarding said amendment. Once the Planning and Zoning Commission has made its official report, any further review by the Planning and Zoning Commission shall not be required unless City Council elects to refer a matter back to the Planning and Zoning Commission for further review.
4. The Growth and Development Advisory Committee (GDAC), Downtown Springfield Association (DSA), Commercial Club and all Registered Neighborhood Associations were notified of this amendment and public hearing dates for comment.

STAFF RECOMMENDATION:

1. Staff recommends approval of the text amendment based on its consistency with the *Comprehensive Plan*.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the text amendment.
2. Recommend a change in the text amendment.
3. Recommend a change in the text amendment together with recommendations which, in the judgment of the planning and zoning commission, will ensure that the proposed amendment is consistent with the purpose and intent of this article.

DEVELOPMENT REVIEW STAFF REPORT

PROPOSED AMENDMENT:

Attachment 1

Note: The existing language is in black. Language to be added is underlined and to be removed is ~~stricken~~.

Sec. 36-368. Publication and posting of notices.

- (6) *Content of notices.* All written notices required by this section to be published or mailed shall contain all of the following information:
- (a) The name of the applicant as it appears on the application.
 - (b) The name of the owner, if different from the applicant, as it appears on the application. If there are multiple owners, only three names shall be listed, and a complete list of property owners shall be available in the office of zoning and subdivisions.
 - (c) A street address or common description of the property involved.
 - (d) A concise and accurate description of the nature of the request.
 - (e) The date, time, and place of the public hearing.
 - (f) The place at which further information with respect to the request can be examined or copies thereof secured.

~~In addition to the above, all written notices that are published shall include a legal description of the property involved.~~



EXPLANATION TO COUNCIL BILL 2025-141 (CARROLL)

FILED: 07/01/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A general ordinance amending Chapter 38 of the Springfield City Code, "Building Development Codes," by deleting Article XV, "Floodplain Management," and enacting a new Article XV, "Floodplain Management," in lieu thereof for the purpose of complying with the Federal Emergency Management Agency's most recent model floodplain management ordinance.

PURPOSE: To amend Article XVII Floodplain Management of City Code.

BACKGROUND INFORMATION: The Federal Emergency Management Agency ("FEMA") has updated the City of Springfield's Flood Insurance Study ("FIS") and Flood Insurance Rate Maps ("FIRMs"). These maps are based on current data and more detailed hydraulic models and are an important tool to help communicate flood risk to the community. The process to update these maps began in 2015 with the first preliminary maps issued in 2018. The City mailed letters to all property owners who may be affected by the changes and hosted an open house to give citizens the opportunity to ask questions and learn more about their flood risk. After several rounds of revisions, FEMA issued a Letter of Final Determination informing the City of Springfield that the maps will become effective September 19, 2025. The City is required to adopt the new FIS and FIRMs as a condition of continued eligibility in the National Flood Insurance Program. The City's existing floodplain regulations, found in Chapter 38 of the City Code, Article XC, "Floodplain Management," were last updated in 2010 and will be edited as shown in "Exhibit B."

Supports the following City Council Priorities:

- Public Safety

REMARKS: Public Works recommends passage of this Council bill.

Submitted By: Brett Foster, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. Floodplain Management Code Update
2. Floodplain Management Code Update - clean_Ex A
3. Article XVII Floodplain Management_with changes_ExhB

One-rdg. _____
P. Hrngs. _____
Pgs. 39
Filed: 06-17-25

Sponsored by: Carroll

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-141

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING Chapter 38 of the Springfield City Code, "Building Development
2 Codes," by deleting Article XV, "Floodplain Management," and
3 enacting a new Article XV, "Floodplain Management," in lieu thereof
4 for the purpose of complying with the Federal Emergency
5 Management Agency's most recent model floodplain management
6 ordinance.
7 _____
8

9 WHEREAS, the Federal Emergency Management Agency ("FEMA") recently
10 updated the Flood Insurance Study ("FIS") and Flood Insurance Rate Maps ("FIRMs")
11 for Springfield, Missouri ("City"), based on current data and more detailed hydraulic
12 models, which are scheduled to become effective on September 19, 2025; and
13

14 WHEREAS, the City mailed letters to all property owners who may be affected by
15 the changes and hosted an open house to allow citizens to ask questions and learn
16 more about flood risks; and
17

18 WHEREAS, FEMA requires an ordinance be passed which is consistent with its
19 model floodplain management ordinance for flood insurance under the National Flood
20 Insurance Program to be sold or renewed within the City.
21

22 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
23 SPRINGFIELD, MISSOURI, as follows, that:
24

25 Section 1 – Chapter 38 of the Springfield City Code, "Building Development
26 Codes" is hereby amended by deleting Article XV, "Floodplain Management," and
27 enacting a new Article XV, "Floodplain Management," in lieu thereof as set forth in
28 "Exhibit A," attached hereto and incorporated herein by this reference.
29

30 Section 2 – Savings Clause. Nothing in this Ordinance shall be construed to
31 affect any suit or proceeding now pending in any court, or any rights acquired, or liability
32 incurred, nor any cause or causes of action accrued or existing, under any act or
33 ordinance repealed hereby, nor shall any right or remedy of any character be lost,
34 impaired, or affected by this Ordinance.

35 Section 3 – Severability Clause. If any section, subsection, sentence, clause, or
36 phrase of this Ordinance is for any reason held to be invalid, such decision shall not
37 affect the validity of the remaining portions of this Ordinance. City Council hereby
38 declares that it would have adopted the Ordinance and each section, subsection,
39 sentence, clause, or phrase thereof, irrespective of the fact that any one or more
40 sections, subsections, sentences, clauses, or phrases be declared invalid.

41
42 Section 4 – This Ordinance shall be in full force and effect from and after
43 passage.

44
45 Passed at meeting: _____

46
47 _____
48 Mayor

49
50 Attest: _____, City Clerk

51
52 Filed as Ordinance: _____

53
54 Approved as to form: Kyle T. [Signature], Assistant City Attorney

55
56
57 Approved for Council action: Colleen [Signature], Interim City Manager
58

Exhibit A

CHAPTER 38 – BUILDING DEVELOPMENT CODES

ARTICLE XV. FLOODPLAIN MANAGEMENT

ARTICLE XV. FLOODPLAIN MANAGEMENT

DIVISION 1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, AND PURPOSES

Sec. 38-1500. Statutory authorization.

RSMo § 89.020 delegates the responsibility to adopt floodplain-management regulations designed to protect the health, safety, and general welfare to local governmental units. Therefore, the city council of the City of Springfield, Missouri ordains as follows:

Sec. 38-1501. Findings of fact.

- (1) *Flood losses resulting from periodic inundation.* The special flood hazard areas of the City of Springfield, Missouri are subject to inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base; all of which adversely affect public health, safety and general welfare.
- (2) *General causes of the flood losses.* These flood losses are caused by:
 - (a) The cumulative effect of development in any delineated floodplain causing increases in flood heights and velocities; and
 - (b) The occupancy of flood hazard areas by uses vulnerable to floods, hazardous to others, inadequately elevated, or otherwise unprotected from flood damage.
- (3) *Methods used to analyze flood hazards.* The flood insurance study (FIS) that is the basis of this article uses a standard engineering method of analyzing flood hazards which consist of a series of interrelated steps.
 - (a) Selection of a base flood that is based upon engineering calculations which permit a consideration of such flood factors as its expected frequency of occurrence, the area inundated, and the depth of inundation. The base flood selected for this article is representative of large floods which are characteristic of what can be expected to occur on the streams subject to this article. It is in the general order of a flood which could be expected to have a one-percent chance of occurrence in any one year as delineated on the Federal Insurance Administrator's FIS, and illustrative materials dated September 19, 2025, as amended, and any future revisions thereto.
 - (b) Calculation of water surface profiles are based on a standard hydraulic engineering analysis of the capacity of the stream channel and overbank areas to convey the regulatory flood.
 - (c) Computation of a floodway required to convey this flood without increasing flood heights more than one foot at any point.
 - (d) Delineation of floodway encroachment lines within which no development is permitted that would cause any increase in flood height.
 - (e) Delineation of flood fringe, i.e., that area outside the floodway encroachment lines, but still subject to inundation by the base flood.

Sec. 38-1502. Statement of purpose.

It is the purpose of this article to promote the public health, safety, and general welfare; to minimize those losses described in subsection 38-1501(2); to establish or maintain the community's eligibility for participation in the National Flood Insurance Program (NFIP) as defined in 44 Code of Federal Regulations (CFR) 59.22(a)(3); and to meet the requirements of 44 CFR 60.3(d) by applying the provisions of this article to:

- (1) Restrict or prohibit uses that are dangerous to health, safety, or property in times of flooding or cause undue increases in flood heights or velocities;
- (2) Require uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction; and
- (3) Protect individuals from buying land unsuited for the intended development purposes due to the flood hazard.

Secs. 38-1503—38-1509. Reserved.***DIVISION 2. GENERAL PROVISIONS*****Sec. 38-1510. Lands to which article applies.**

This article shall apply to all lands within the jurisdiction of the City of Springfield, Missouri, identified as numbered and unnumbered A zones and AE zones, on the flood insurance rate map (FIRM) for Greene County, Missouri on map panels 29077C0193F, 29077C0194F, 29077C0213F, 29077C0214F, 29077C0218F, 29077C0219F, 29077C0238F, 29077C0239F, 29077C0243F, 29077C0306F, 29077C0307F, 29077C0309F, 29077C0317F, 29077C0318F, 29077C0319F, 29077C0326F, 29077C0327F, 29077C0328F, 29077C0329F, 29077C0331F, 29077C0332F, 29077C0333F, 29077C0334F, 29077C0336F, 29077C0337F, 29077C0338F, 29077C0339F, 29077C0341F, 29077C0342F, 29077C0343F, 29077C0344F, 29077C0351F, 29077C0352F, 29077C0353F, 29077C0354F, 29077C0356F, 29077C0361F, 29077C0362F, 29077C0363F, 29077C0364F, 29077C0452F, 29077C0456F, 29077C0457F, 29077C0459F, 29077C0476F, 29077C0477F, and 29077C0478F dated September 19, 2025, as amended, and any future revisions thereto. In all areas covered by this article, no development shall be permitted except through the issuance of a floodplain development permit, granted by the city council or its duly designated representative under such safeguards and restrictions as the city council or the designated representative may reasonably impose for the promotion and maintenance of the general welfare, health of the inhabitants of the community, and as specifically noted in division 4.

Sec. 38-1511. Floodplain administrator.

The director of building development services is hereby designated as the floodplain administrator under this article.

Sec. 38-1512. Compliance.

No development located within the special flood hazard areas of this community shall be located, extended, converted, or structurally altered without full compliance with the terms of this article and other applicable regulations.

Sec. 38-1513. Abrogation and greater restrictions.

It is not intended by this article to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this article imposes greater restrictions, the provisions of this article shall prevail. All other ordinances inconsistent with this article are hereby repealed to the extent of the inconsistency only.

Sec. 38-1514. Interpretation.

In their interpretation and application, the provisions of this article shall be held to be minimum requirements, shall be liberally construed in favor of the governing body, and shall not be deemed a limitation or repeal of any other powers granted by state statutes.

Sec. 38-1515. Warning and disclaimer of liability.

The degree of flood protection required by this article is considered reasonable for regulatory purposes and is based on engineering and scientific methods of study. Larger floods may occur on rare occasions, or the flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that areas outside the floodway and flood fringe or land use permitted within such areas will be free from flooding or flood damage. This article shall not create a liability on the part of the City of Springfield, any officer or employee thereof, for any flood damage that may result from reliance on this article or any administrative decision lawfully made thereunder.

Sec. 38-1516. Severability.

If any section, clause, provision, or portion of this article is adjudged unconstitutional or invalid by a court of appropriate jurisdiction, the remainder of this article shall not be affected thereby.

Secs. 38-1516—38-1519. Reserved.

DIVISION 3. ADMINISTRATION

Sec. 38-1520. Floodplain development permit.

A floodplain development permit shall be required for all proposed construction or other development, including the placement of manufactured homes, in the areas described in section 38-1510. No person, firm, corporation, or unit of government shall initiate any development or substantial improvement or cause the same to be done without first obtaining a separate floodplain development permit for each structure or other development.

Sec. 38-1521. Designation of floodplain administrator.

The director of building development services is hereby appointed to administer and implement the provisions of this article.

Sec. 38-1522. Duties and responsibilities of floodplain administrator.

Duties of the floodplain administrator shall include, but not be limited to:

-
- (1) Review of all applications for floodplain development permits to assure that sites are reasonably safe from flooding and that the floodplain development permit requirements of this article have been satisfied;
 - (2) Review of all applications for floodplain development permits for proposed development to assure that all necessary permits have been obtained from federal, state, or local governmental agencies from which prior approval is required by federal, state, or local law;
 - (3) Review all subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, to determine whether such proposals will be reasonably safe from flooding;
 - (4) Issue floodplain development permits for all approved applications;
 - (5) Notify adjacent communities and the Missouri State Emergency Management Agency (MO SEMA) to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency (FEMA);
 - (6) Assure that the flood carrying capacity is not diminished and shall be maintained within the altered or relocated portion of any watercourse;
 - (7) Verify and maintain a record of the actual elevation (in relation to mean sea level) of the lowest floor, including basement, of all new or substantially improved structures;
 - (8) Verify and maintain a record of the actual elevation (in relation to mean sea level) that the new or substantially improved nonresidential structures have been floodproofed;
 - (9) When floodproofing techniques are utilized for a particular nonresidential structure, the floodplain administrator shall require certification from a registered professional engineer or architect.

Sec. 38-1523. Application for floodplain development permit.

To obtain a floodplain development permit, the applicant shall first file an application in writing on a form furnished for that purpose. Every floodplain development permit application shall:

- (1) Describe the land on which the proposed work is to be done by lot, block and tract, house and street address, or similar description that will readily identify and specifically locate the proposed structure or work;
- (2) Identify and describe the work to be covered by the floodplain development permit;
- (3) Indicate the use or occupancy for which the proposed work is intended;
- (4) Indicate the assessed value of the structure and the fair market value of the improvement;
- (5) Specify whether development is located in designated flood fringe or floodway;
- (6) Identify the existing base flood elevation and the elevation of the proposed development;
- (7) Give such other information as reasonably may be required by the floodplain administrator;
- (8) Be accompanied by plans and specifications for proposed construction; and
- (9) Be signed by the permittee or his authorized agent who may be required to submit evidence to indicate such authority.

Secs. 38-1524—38-1529. Reserved.

DIVISION 4. PROVISIONS FOR FLOOD HAZARD REDUCTION

Sec. 38-1530. General standards.

- (1) No permit for floodplain development shall be granted for new construction, substantial improvements, and other improvements, including the placement of manufactured homes, within any numbered or unnumbered A zones and AE zones, unless the conditions of this section are satisfied.
- (2) All areas identified as unnumbered A zones on the FIRM are subject to inundation of the 100-year flood; however, the base flood elevation is not provided. Development within unnumbered A zones is subject to all provisions of this article. If flood insurance study data is not available, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources.
- (3) Until a floodway is designated, no new construction, substantial improvements, or other development, including fill, shall be permitted within any numbered A zone or AE zones on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.
- (4) All new construction, subdivision proposals, substantial improvements, prefabricated structures, placement of manufactured homes, and other developments shall require:
 - (a) Design or adequate anchorage to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
 - (b) Construction with materials resistant to flood damage;
 - (c) Utilization of methods and practices that minimize flood damage;
 - (d) All electrical, heating, ventilation, plumbing, air-conditioning equipment, and other service facilities be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
 - (e) New or replacement water supply systems and/or sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters, and on-site waste disposal systems be located to avoid impairment or contamination; and
 - (f) Subdivision proposals and other proposed new developments, including manufactured home parks or subdivisions, located within special flood hazard areas are required to assure that:
 1. All such proposals are consistent with the need to minimize flood damage;
 2. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage;
 3. Adequate drainage is provided to reduce exposure to flood hazards; and
 4. All proposals for development, including proposals for manufactured home parks and subdivisions, of five acres or 50 lots, whichever is lesser, include within such proposals base flood elevation data.
- (5) Storage, material, and equipment. The storage and/or processing of materials, including equipment within the special flood hazard area that are in time of flooding buoyant, flammable, explosive, or could be injurious to human, animal, or plant life must meet the additional requirements of this section.
 - (a) Facilities established after the effective date of this article:
 1. Storage or processing of materials, including equipment within the special flood hazard may be allowed if placed on fill above the base flood elevation. The placement of the fill must meet the requirements for fill in special flood hazard area.
 - (b) Facilities established prior to the effective date of this article:

-
1. Existing facilities may continue to be used in the special flood hazard area. Any expansion of an existing facility must meet the requirements for a new storage lot.
 2. If an existing facility is abandoned for a period of more than 12 months, it cannot be re-established unless it meets the requirements for a new facility.
- (6) Agricultural structures. Structures used solely for agricultural purposes in connection with the production, harvesting, storage, drying, or raising of agricultural commodities, including the raising of livestock, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; there is no permanent retail, wholesale, or manufacturing use included in the structure; a variance has been granted from the floodplain management requirements of this article; and a floodplain development permit has been issued.
- (7) Accessory structures. Structures used solely for parking and limited storage purposes, not attached to any other structure on the site, of limited investment value, and not larger than 400 square feet, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; a variance has been granted from the standard floodplain management requirements of this article; and a floodplain development permit has been issued.
- (8) Fill Standards. The following standards apply to all fill activities in special-flood-hazard areas:
- (a) Fill sites, upon which structures will be constructed or placed, must be compacted to 95 percent of the maximum density obtainable with the Standard Proctor Test method or an acceptable equivalent method;
 - (b) Fill slopes shall not be steeper than one foot vertical to two feet horizontal;
 - (c) Adequate protection against erosion and scour is provided for fill slopes. When expected velocities during the occurrence of the base flood are greater than five feet per second armoring with stone or rock protection shall be provided. When expected velocities during the base flood are five feet per second or less protection shall be provided by covering them with vegetative cover;
 - (d) Fill shall be composed of clean granular or earthen material.
- (9) Compensatory Storage
- (a) Fill within the special-flood-hazard area shall result in no net loss of natural floodplain storage, or increase in water surface elevations during the base flood.
 - (b) The volume of the loss of floodwater storage due to filling in the special flood hazard area shall be offset by providing an equal volume of flood storage by excavation or other compensatory measures at or adjacent to the development site.

Sec. 38-1531. Specific standards.

- (1) In all areas identified as numbered and unnumbered A zones and AE zones, where base flood elevation data have been provided, as set forth in subsection 38-1530(2), the following provisions are required:
 - (a) *Residential construction.* New construction or substantial improvement of any residential structures, including manufactured homes, shall have the lowest floor, including basement, and crawlspace, elevated to two feet above base flood elevation.
 - (b) *Nonresidential construction.* New construction or substantial improvement of any commercial, industrial, or other nonresidential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above the base flood elevation or, together with attendant utility and sanitary facilities, be floodproofed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A registered professional engineer or architect shall certify that the standards of

this subsection are satisfied. Such certification shall be provided to the floodplain administrator as set forth in subsection 38-1522(9).

- (c) *Other requirements.* New construction and substantial improvements, with fully enclosed areas below lowest floor used solely for parking of vehicles, building access, or storage in an area other than a basement and that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:
 - 1. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided or the use of "engineered vents" in accordance with their listing; and
 - 2. The bottom of all opening shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.
- (d) *Fences.* Fences shall not be constructed within the SFHA in such a manner to impede the flow of floodwaters.

Sec. 38-1532. Manufactured homes.

- (1) All manufactured homes to be placed or substantially improved within all numbered and unnumbered A zones and AE zones, on the community's FIRM shall be required to be installed using methods and practices that minimize flood damage. For the purposes of this requirement, manufactured homes must be elevated and anchored to resist flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors.
- (2) Require manufactured homes that are placed or substantially improved within numbered or unnumbered A zones and AE zones, on the community's FIRM on sites:
 - (a) Outside of a manufactured home park or subdivision;
 - (b) In a new manufactured home park or subdivision;
 - (c) In an expansion to an existing manufactured home park or subdivision; or
 - (d) In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood,

be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to two feet above the base flood elevation and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

- (3) Require that manufactured homes to be placed or substantially improved on sites in an existing manufactured home park or subdivision within all unnumbered and numbered A zones and AE zones, on the community's FIRM, that are not subject to the provisions of subsection 38-1532(2) of this article, be elevated so that either:
 - (a) The lowest floor of the manufactured home is two feet above the base flood level; or
 - (b) The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

Sec. 38-1533. Floodway.

Located within areas of special flood hazard established in section 38-1510 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwater that carries debris and potential projectiles, the following provisions shall apply:

- (1) The community shall select and adopt a regulatory floodway based on the principle that the area chosen for the regulatory floodway must be designed to carry the waters of the base flood without increasing the water surface elevation of that flood more than one foot at any point.
- (2) The community shall prohibit any encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.
- (3) If subsection 38-1533(2) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of division 4.
- (4) In unnumbered A zones, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources as set forth in subsection 38-1530(2).

Sec. 38-1534. Recreational vehicles.

Require that recreational vehicles placed on sites within all numbered and unnumbered A zones and AE zones on the community's FIRM either:

- (1) Be on the site for fewer than 180 consecutive days, or
- (2) Be fully licensed and ready for highway use*, or
- (3) Meet the permitting, elevation, and the anchoring requirements for manufactured homes of this article.

Note(s)—* A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanently attached additions.

Sec. 38-1535. Areas outside the FEMA designated special flood hazard area (SFHA).

The director of public works shall have the authority to designate areas outside the FEMA designated SFHA which are either unsuitable for development or where the requirements of the SFHA apply. This allows for protection of structures adjacent to the SFHA or in flood-prone areas outside the SFHA.

Secs. 38-1538—38-1539. Reserved.

DIVISION 5. FLOODPLAIN MANAGEMENT VARIANCE PROCEDURES

Sec. 38-1540. Establishment of appeal board.

The Administrative Review Committee (ARC) as established by the City of Springfield shall hear and decide appeals and requests for variances from the floodplain management requirements of this article.

Sec. 38-1541. Responsibility of appeal board.

Where an application for a floodplain development permit or request for a variance from the floodplain management regulations is denied by the floodplain administrator, the applicant may apply for such floodplain development permit or variance directly to the Administrative Review Committee, as defined in section 38-1540.

The Administrative Review Committee shall hear and decide appeals when it is alleged that there is an error in any requirement, decision, or determination made by the floodplain administrator in the enforcement or administration of this article.

Sec. 38-1542. Further appeals.

Any person aggrieved by the decision of the Administrative Review Committee or any taxpayer may appeal such decision to the Circuit Court of Greene County as provided in RSMo chapter 536.

Sec. 38-1543. Floodplain management variance criteria.

In passing upon such applications for variances, the Administrative Review Committee shall consider all technical data and evaluations, all relevant factors, standards specified in other sections of this article, and the following criteria:

- (1) The danger to life and property due to flood damage;
- (2) The danger that materials may be swept onto other lands to the injury of others;
- (3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (4) The importance of the services provided by the proposed facility to the community;
- (5) The necessity to the facility of a waterfront location, where applicable;
- (6) The availability of alternative locations, not subject to flood damage, for the proposed use;
- (7) The compatibility of the proposed use with existing and anticipated development;
- (8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- (9) The safety of access to the property in times of flood for ordinary and emergency vehicles;
- (10) The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters, if applicable, expected at the site; and
- (11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems; streets; and bridges.

Sec. 38-1544. Conditions for approving floodplain management variances.

- (1) Generally, variances may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items (2) through (6) below have been fully considered. As the lot size increases beyond one-half acre, the technical justification required for issuing the variance increases.
- (2) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed on the National Register of Historic Places, the State Inventory of Historic Places, or local inventory of historic places

upon determination provided the proposed activity will not preclude the structure's continued historic designation.

- (3) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
- (4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.
- (5) Variances shall only be issued upon:
 - (a) A showing of good and sufficient cause;
 - (b) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and
 - (c) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- (6) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.

Such notification shall be maintained with the record of all variance actions as required by this article.

Sec. 38-1545. Conditions for approving variances for agricultural structures.

Any variance granted for an agricultural structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections 38-1543 and 38-1544 of this article.

To minimize flood damage during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for agricultural structures that are constructed at-grade and wet-floodproofed:

- (1) All agricultural structures considered for a variance from the floodplain management regulations of this article shall demonstrate that the varied structure is in wide, expansive floodplain areas and no other alternate location outside of the special flood hazard area exists for the agricultural structure. Residential structures, such as farmhouses, cannot be considered agricultural structures.
- (2) Use of the varied structures must be limited to agricultural purposes in zone AE only as identified on the community's flood insurance rate map (FIRM).
- (3) For any new or substantially damaged agricultural structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection 38-1530(4)(b) of this article.
- (4) The agricultural structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structures in accordance with subsection 38-1530(4)(a) of this article. All of the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (5) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection 38-1530(4)(d) of this article.

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- (6) The agricultural structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection 38-1531(1)(c) of this article.
 - (7) The agricultural structures must comply with the floodplain management floodway encroachment provisions of subsection 38-1533(2) of this article. No variances may be issued for agricultural structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (8) Major equipment, machinery, or other contents must be protected from any flood damage.
 - (9) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the agricultural structures.
 - (10) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (11) Wet-floodproofing construction techniques must be reviewed and approved by the community and a registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Sec. 38-1546. Conditions for approving variances for accessory structures.

Any variance granted for an accessory structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections 38-1543 and 38-1544 of this article.

To minimize flood damage during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for accessory structures that are constructed at-grade and wet-floodproofed.

- (1) Use of the accessory structures must be solely for parking and limited storage purposes in zone AE only as identified on the community's flood insurance rate map (FIRM).
- (2) For any new or substantially damaged accessory structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection 38-1530(4)(b) of this article.
- (3) The accessory structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structure in accordance with subsection 38-1530(4)(a) of this article. All the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (4) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection 38-1530(4)(d) of this article.
- (5) The accessory structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection 38-1531(1)(c) of this article.

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- (6) The accessory structures must comply with the floodplain management floodway encroachment provisions of subsection 38-1533(2) of this article. No variances may be issued for accessory structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (7) Equipment, machinery, or other contents must be protected from any flood damage.
 - (8) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the accessory structures.
 - (9) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (10) Wet-floodproofing construction techniques must be reviewed and approved by the community and registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Secs. 38-1547—38-1549. Reserved.

DIVISION 6. PENALTIES FOR VIOLATION

Sec. 38-1550. Penalties for violation.

Violation of the provisions of this article or failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with granting of variances) shall constitute a misdemeanor. Any person who violates this article or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$500.00, and in addition, shall pay all costs and expenses involved in the case. Each day such violation continues shall be considered a separate offense. Nothing herein contained shall prevent the City of Springfield or other appropriate authority from taking such other lawful action as is necessary to prevent or remedy any violation.

Secs. 38-1551—38-1559. Reserved.

DIVISION 7. AMENDMENTS

Sec. 38-1560. Amendments.

The regulations, restrictions, and boundaries set forth in this article may from time to time be amended, supplemented, changed, or repealed to reflect any and all changes in the National Flood Disaster Protection Act of 1973, provided, however, that no such action may be taken until after a public hearing in relation thereto, at which parties of interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be published in a newspaper of general circulation in the City of Springfield. At least 20 days shall elapse between the date of this publication and the public hearing. A copy of such amendments will be provided to the Region VII Office of the Federal Emergency Management Agency (FEMA). The regulations of this article follow the National Flood Insurance Program (NFIP) regulations.

Secs. 38-1561—38-1569. Reserved.

DIVISION 8. DEFINITIONS

Sec. 38-1570. Definitions.

Unless specifically defined below, words or phrases used in this article shall be interpreted to give them the same meaning they have in common usage and to give this article its most reasonable application.

100-year flood. See "base flood."

Accessory structure means the same as "appurtenant structure."

Actuarial rates. See "risk premium rates."

Administrator means the Federal Insurance Administrator.

Agency means the Federal Emergency Management Agency (FEMA).

Agricultural commodities means agricultural products and livestock.

Agricultural structure means any structure used exclusively in connection with the production, harvesting, storage, drying, or raising of agricultural commodities.

Appeal means a request for review of the floodplain administrator's interpretation of any provision of this article or a request for a variance.

Appurtenant structure means a structure that is on the same parcel of property as the principal structure to be insured and the use of which is incidental to the use of the principal structure.

Area of special flood hazard means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year.

Base flood means the flood having a one-percent chance of being equaled or exceeded in any given year.

Basement means any area of the structure having its floor subgrade (below ground level) on all sides.

Building. See "structure."

Chief executive officer or *chief elected official* means the official of the community who is charged with the authority to implement and administer laws, ordinances, and regulations for that community.

Community means any state or area or political subdivision thereof, which has authority to adopt and enforce floodplain management regulations for the areas within its jurisdiction.

Development means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, levees, levee systems, mining, dredging, filling, grading, paving, fencing, excavation or drilling operations, or storage of equipment or materials.

Elevated building means for insurance purposes, a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings, or columns.

Eligible community or *participating community* means a community for which the administrator has authorized the sale of flood insurance under the National Flood Insurance Program (NFIP).

Existing construction means for the purpose of determining rates, structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975, for FIRMs effective before that date. "Existing construction" may also be referred to as "existing structures."

Existing manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at

a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Expansion to an existing manufactured home park or subdivision means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Flood or flooding means a general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of inland; and/or
- (2) The unusual and rapid accumulation or runoff of surface waters from any source.

Flood elevation determination means a determination by the administrator of the water surface elevations of the base flood, that is, the flood level that has a one percent or greater chance of occurrence in any given year.

Flood elevation study means an examination, evaluation and determination of flood hazards.

Flood fringe means the area outside the floodway encroachment lines, but still subject to inundation by the regulatory flood.

Flood insurance rate map (FIRM) means an official map of a community, on which the administrator has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

Flood insurance study (FIS) means an examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

Floodplain or flood-prone area means any land area susceptible to being inundated by water from any source. (See "flooding.")

Floodplain management means the operation of an overall program of corrective and preventive measures for reducing flood damage, including, but not limited to, emergency preparedness plans, flood control works, and floodplain management regulations.

Floodplain management regulations means zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as floodplain and grading ordinances) and other applications of police power. The term describes such state or local regulations, in any combination thereof that provide standards for the purpose of flood damage prevention and reduction.

Floodproofing means any combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, or structures and their contents.

Floodway or regulatory floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floodway encroachment lines means the lines marking the limits of floodways on federal, state and local floodplain maps.

Freeboard means a factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as bridge openings and the hydrological effect of urbanization of the watershed.

Functionally dependent use means a use that cannot perform its intended purpose unless it is located or carried out near water. This term includes only docking facilities and facilities that are necessary for the loading and unloading of cargo or passengers but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure means any structure that is:

- (a) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (c) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- (d) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either (1) by an approved state program as determined by the Secretary of the Interior or (2) directly by the Secretary of the Interior in states without approved programs.

Lowest floor means the lowest floor of the lowest enclosed area, including basement. An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access, or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built to render the structure in violation of the applicable floodproofing design requirements of this article.

Manufactured home means a structure, transportable in one or more sections, that is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle."

Manufactured home park or subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Map means the flood insurance rate map (FIRM) for a community issued by the Federal Emergency Management Agency (FEMA).

Market value or *fair market value* means an estimate of what is fair, economic, just and equitable value under normal local market conditions.

Mean sea level means, for purposes of the National Flood Insurance Program (NFIP), the North American Vertical Datum (NAVD) of 1988 or other datum, to which base flood elevations shown on a community's flood insurance rate map (FIRM) are referenced.

New construction means, for the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of the floodplain management regulations adopted by a community and includes any subsequent improvements to such structures.

New manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lot on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the community.

NFIP means the National Flood Insurance Program (NFIP).

Participating community also known as an "eligible community," means a community in which the administrator has authorized the sale of flood insurance.

Person includes any individual or group of individuals, corporation, partnership, association, or any other entity, including federal, state, and local governments and agencies.

Principally above ground means that at least 51 percent of the actual cash value of the structure, less land value, is above ground.

Recreational vehicle means a vehicle which is:

- (a) Built on a single chassis;
- (b) Four hundred square feet or less when measured at the largest horizontal projections;
- (c) Designed to be self-propelled or permanently towable by a light-duty truck; and
- (d) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Remedy a violation means to bring the structure or other development into compliance with federal, state, or local floodplain management regulations; or, if this is not possible, to reduce the impacts of its noncompliance.

Repetitive loss means flood-related damages sustained by a structure on two separate occasions during a ten-year period for which the cost of repairs at the time of each such flood event equals or exceeds 25 percent of the market value of the structure before the damage occurred.

Risk premium rates means those rates established by the administrator pursuant to individual community studies and investigations which are undertaken to provide flood insurance in accordance with Section 1307 of the National Flood Disaster Protection Act of 1973 and the accepted actuarial principles. "Risk premium rates" include provisions for operating costs and allowances.

Special flood hazard area: See "area of special flood hazard."

Special hazard area means an area having special flood hazards and shown on a FIRM as zones (numbered or unnumbered) A and AE.

Start of construction includes "substantial improvements", and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvements were within 180 days of the permit date. The "actual start" means either the first placement of permanent construction of a structure on a site, such as the pouring of slabs or footings, the installation of piles, the construction of columns, any work beyond the stage of excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling, the installation of streets and/or walkways, excavation for a basement, footings, piers, foundations, the erection of temporary forms, nor installation on the property of accessory structures, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the "actual start of construction" means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

State coordinating agency means that agency of the state government, or other office designated by the governor of the state or by state statute at the request of the administrator to assist in the implementation of the National Flood Insurance Program (NFIP) in that state.

Structure means, for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home. "Structure" for insurance purposes, means a walled and roofed building, other than a gas or liquid storage tank, that is principally above ground and affixed to a permanent site, as well as a manufactured home on a permanent foundation. For the latter purpose, the term includes a building during construction, alteration or repair, but does not include building materials or supplies intended for use in such construction, alteration or repair, unless such materials or supplies are within an enclosed building on the premises.

Substantial damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. The term includes "repetitive loss" buildings (see definition).

For the purposes of this definition, "repair" is considered to occur when the first repair or reconstruction of any wall, ceiling, floor, or other structural part of the building commences.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any improvement to a building.

Substantial improvement means any combination of reconstruction, alteration, or improvement to a building, taking place during a ten-year period, in which the cumulative percentage of improvement equals or exceeds 50 percent of the current market value of the building. For the purposes of this definition, an improvement occurs when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the building. This term includes structures that have incurred "repetitive loss" or "substantial damage", regardless of the actual repair work done.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any building that has been damaged from any source or is categorized as repetitive loss.

Substantially improved existing manufactured home parks or subdivisions where the repair, reconstruction, rehabilitation or improvement of the streets, utilities and pads equals or exceeds 50 percent of the value of the streets, utilities and pads before the repair, reconstruction or improvement commenced.

Variance means a grant of relief by the community from the terms of a floodplain management regulation. Flood insurance requirements remain in place for any varied use or structure and cannot be varied by the community.

Violation means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required by this article is presumed to be in violation until such time as that documentation is provided.

Water surface elevation means the height, in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum where specified) of floods of various magnitudes and frequencies in the floodplain.

ARTICLE XV. FLOODPLAIN MANAGEMENT

DIVISION 1. STATUTORY AUTHORIZATION, FINDINGS OF FACT, AND PURPOSES

Sec. ~~3638-1715~~00. Statutory authorization.

The Legislature of the State of Missouri has in RSMo § 809.020 delegates the responsibility to local governmental units to adopt floodplain management regulations designed to protect the health, safety, and general welfare to local governmental units. Therefore, the city council of the City of Springfield, Missouri ordains as follows:

Sec. ~~3638-1715~~01. Findings of fact.

- (1) *Flood losses resulting from periodic inundation.* The special flood hazard areas of the City of Springfield, Missouri are subject to inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base; all of which adversely affect the public health, safety and general welfare.
- (2) *General causes of the flood losses.* These flood losses are caused by:
 - (a) The cumulative effect of development in any delineated floodplain causing increases in flood heights and velocities; and
 - (b) The occupancy of flood hazard areas by uses vulnerable to floods, hazardous to others, inadequately elevated, or otherwise unprotected from flood damages.
- (3) *Methods used to analyze flood hazards.* The flood insurance study (FIS) that is the basis of this article uses a standard engineering method of analyzing flood hazards which consist of a series of interrelated steps.
 - (a) Selection of a base flood that is based upon engineering calculations which permit a consideration of such flood factors as its expected frequency of occurrence, the area inundated, and the depth of inundation. The base flood selected for this article is representative of large floods which are characteristic of what can be expected to occur on the particular streams subject to this article. It is in the general order of a flood which could be expected to have a one-percent chance of occurrence in any one year as delineated on the Federal Insurance Administrator's FIS, and illustrative materials dated ~~December 17, 2010~~ September 19, 2025, as amended, and any future revisions thereto.
 - (b) Calculation of water surface profiles are based on a standard hydraulic engineering analysis of the capacity of the stream channel and overbank areas to convey the regulatory flood.
 - (c) Computation of a floodway required to convey this flood without increasing flood heights more than one foot at any point.
 - (d) Delineation of floodway encroachment lines within which no development is permitted that would cause any increase in flood height.
 - (e) Delineation of flood fringe, i.e., that area outside the floodway encroachment lines, but still subject to inundation by the base flood.

Sec. ~~3638-1715~~02. Statement of purpose.

It is the purpose of this article to promote the public health, safety, and general welfare; to minimize those losses described in subsection ~~3638-1715~~01(2); to establish or maintain the community's eligibility for participation in the National Flood Insurance Program (NFIP) as defined in 44 Code of Federal Regulations (CFR) 59.22(a)(3); and to meet the requirements of 44 CFR 60.3(d) by applying the provisions of this article to:

- (1) Restrict or prohibit uses that are dangerous to health, safety, or property in times of flooding or cause undue increases in flood heights or velocities;
- (2) Require uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction; and
- (3) Protect individuals from buying lands ~~that are~~ unsuited for the intended development purposes due to the flood hazard.

Secs. ~~3638-1715~~03—~~3638-1715~~09. Reserved.***DIVISION 2. GENERAL PROVISIONS*****Sec. ~~3638-1715~~10. Lands to which article applies.**

This article shall apply to all lands within the jurisdiction of the City of Springfield, Missouri, identified as numbered and unnumbered A zones and AE zones, on the flood insurance rate map (FIRM) for Greene County, Missouri on map panels 29077C0193~~FE~~, 29077C0194~~FE~~, 29077C0213~~FE~~, 29077C0214~~FE~~, 29077C0218~~FE~~, 29077C0219~~FE~~, 29077C0238~~FE~~, 29077C0239~~FE~~, 29077C0243~~FE~~, 29077C0306~~FE~~, 29077C0307~~FE~~, 29077C0309~~FE~~, 29077C0317~~FE~~, 29077C0318~~FE~~, 29077C0319~~FE~~, 29077C0326~~FE~~, 29077C0327~~FE~~, 29077C0328~~FE~~, 29077C0329~~FE~~, 29077C0331~~FE~~, 29077C0332~~FE~~, 29077C0333~~FE~~, 29077C0334~~FE~~, 29077C0336~~FE~~, 29077C0337~~FE~~, 29077C0338~~FE~~, 29077C0339~~FE~~, 29077C0341~~FE~~, 29077C0342~~FE~~, 29077C0343~~FE~~, 29077C0344~~FE~~, 29077C0351~~FE~~, 29077C0352~~FE~~, 29077C0353~~FE~~, 29077C0354~~FE~~, 29077C0356~~FE~~, 29077C0361~~FE~~, 29077C0362~~FE~~, 29077C0363~~FE~~, 29077C0364~~FE~~, 29077C0452~~FE~~, 29077C0456~~FE~~, 29077C0457~~FE~~, 29077C0459~~FE~~, 29077C0476~~FE~~, 29077C0477~~FE~~, and 29077C0478~~FE~~ dated ~~December 17, 2010~~ September 19, 2025, as amended, and any future revisions thereto. In all areas covered by this article, no development shall be permitted except through the issuance of a floodplain development permit, granted by the city council or its duly designated representative under such safeguards and restrictions as the city council or the designated representative may reasonably impose for the promotion and maintenance of the general welfare, health of the inhabitants of the community, and as specifically noted in division 4.

Sec. ~~3638-1715~~11. Floodplain administrator.

The director of building development services is hereby designated as the floodplain administrator under this article.

Sec. ~~3638-1715~~12. Compliance.

No development located within the special flood hazard areas of this community shall be located, extended, converted, or structurally altered without full compliance with the terms of this article and other applicable regulations.

Sec. ~~3638-1715~~13. Abrogation and greater restrictions.

It is not intended by this article to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this article imposes greater restrictions, the provisions of this article shall prevail. All other ordinances inconsistent with this article are hereby repealed to the extent of the inconsistency only.

Sec. ~~3638-1715~~14. Interpretation.

In their interpretation and application, the provisions of this article shall be held to be minimum requirements, shall be liberally construed in favor of the governing body, and shall not be deemed a limitation or repeal of any other powers granted by state statutes.

Sec. ~~3638-1715~~15. Warning and disclaimer of liability.

The degree of flood protection required by this article is considered reasonable for regulatory purposes and is based on engineering and scientific methods of study. Larger floods may occur on rare occasions, or the flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that areas outside the floodway and flood fringe or land uses permitted within such areas will be free from flooding or flood damage. This article shall not create a liability on the part of the City of Springfield, any officer or employee thereof, for any flood damages that may result from reliance on this article or any administrative decision lawfully made thereunder.

Sec. ~~3638-1715~~16. Severability.

If any section, clause, provision, or portion of this article is adjudged unconstitutional or invalid by a court of appropriate jurisdiction, the remainder of this article shall not be affected thereby.

Secs. ~~3638-1715~~16—~~3638-1715~~19. Reserved.

DIVISION 3. ADMINISTRATION

Sec. ~~3638-1715~~20. Floodplain development permit.

A floodplain development permit shall be required for all proposed construction or other development, including the placement of manufactured homes, in the areas described in section ~~3638-1715~~10. No person, firm, corporation, or unit of government shall initiate any development or substantial improvement or cause the same to be done without first obtaining a separate floodplain development permit for each structure or other development.

Sec. ~~3638-1715~~21. Designation of floodplain administrator.

The director of building development services is hereby appointed to administer and implement the provisions of this article.

Sec. ~~3638-1715~~22. Duties and responsibilities of floodplain administrator.

Duties of the floodplain administrator shall include, but not be limited to:

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- (1) Review of all applications for floodplain development permits to assure that sites are reasonably safe from flooding and that the floodplain development permit requirements of this article have been satisfied;
 - (2) Review of all applications for floodplain development permits for proposed development to assure that all necessary permits have been obtained from federal, state, or local governmental agencies from which prior approval is required by federal, state, or local law;
 - (3) Review all subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, to determine whether such proposals will be reasonably safe from flooding;
 - (4) Issue floodplain development permits for all approved applications;
 - (5) ~~Notify~~ adjacent communities and the Missouri State Emergency Management Agency (MO SEMA) to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency (FEMA);
 - (6) ~~Assure~~ that the flood carrying capacity is not diminished and shall be maintained within the altered or relocated portion of any watercourse;
 - (7) Verify and maintain a record of the actual elevation (in relation to mean sea level) of the lowest floor, including basement, of all new or substantially improved structures;
 - (8) Verify and maintain a record of the actual elevation (in relation to mean sea level) that the new or substantially improved nonresidential structures have been floodproofed;
 - (9) When floodproofing techniques are utilized for a particular nonresidential structure, the floodplain administrator shall require certification from a registered professional engineer or architect.

Sec. ~~3638-1715~~23. Application for floodplain development permit.

To obtain a floodplain development permit, the applicant shall first file an application in writing on a form furnished for that purpose. Every floodplain development permit application shall:

- (1) Describe the land on which the proposed work is to be done by lot, block and tract, house and street address, or similar description that will readily identify and specifically locate the proposed structure or work;
- (2) Identify and describe the work to be covered by the floodplain development permit;
- (3) Indicate the use or occupancy for which the proposed work is intended;
- (4) Indicate the assessed value of the structure and the fair market value of the improvement;
- (5) Specify whether development is located in designated flood fringe or floodway;
- (6) Identify the existing base flood elevation and the elevation of the proposed development;
- (7) Give such other information as reasonably may be required by the floodplain administrator;
- (8) Be accompanied by plans and specifications for proposed construction; and
- (9) Be signed by the permittee or his authorized agent who may be required to submit evidence to indicate such authority.

Secs. ~~3638-1715~~24—~~3638-1715~~29. Reserved.

DIVISION 4. PROVISIONS FOR FLOOD HAZARD REDUCTION

Sec. ~~3638-1715~~30. General standards.

- (1) No permit for floodplain development shall be granted for new construction, substantial improvements, and other improvements, including the placement of manufactured homes, within any numbered or unnumbered A zones and AE zones, unless the conditions of this section are satisfied.
- (2) All areas identified as unnumbered A zones on the FIRM are subject to inundation of the 100-year flood; however, the base flood elevation is not provided. Development within unnumbered A zones is subject to all provisions of this article. If flood insurance study data is not available, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources.
- (3) Until a floodway is designated, no new construction, substantial improvements, or other development, including fill, shall be permitted within any numbered A zone or AE zones on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.
- (4) All new construction, subdivision proposals, substantial improvements, prefabricated structures, placement of manufactured homes, and other developments shall require:
 - (a) Design or adequate anchorage to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
 - (b) Construction with materials resistant to flood damage;
 - (c) Utilization of methods and practices that minimize flood damages;
 - (d) All electrical, heating, ventilation, plumbing, air-conditioning equipment, and other service facilities be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
 - (e) New or replacement water supply systems and/or sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters, and on-site waste disposal systems be located ~~so as~~ to avoid impairment or contamination; and
 - (f) Subdivision proposals and other proposed new developments, including manufactured home parks or subdivisions, located within special flood hazard areas are required to assure that:
 1. All such proposals are consistent with the need to minimize flood damage;
 2. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage;
 3. Adequate drainage is provided so as ~~to~~ reduce exposure to flood hazards; and
 4. All proposals for development, including proposals for manufactured home parks and subdivisions, of five acres or 50 lots, whichever is lesser, include within such proposals base flood elevation data.
- (5) Storage, material, and equipment. The storage and/or processing of materials, including equipment within the special flood hazard area that are in time of flooding buoyant, flammable, explosive, or could be injurious to human, animal, or plant life must meet the additional requirements of this section.
 - (a) Facilities established after the effective date of this article:

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1. Storage or processing of materials, including equipment within the special flood hazard may be allowed if placed on fill above the base flood elevation. The placement of the fill must meet the requirements for fill in special flood hazard area.
 - (b) Facilities established prior to the effective date of this article:
 1. Existing facilities may continue to be used in the special flood hazard area. Any expansion of an existing facility must meet the requirements for a new storage lot.
 2. If an existing facility is abandoned for a period of more than 12 months, it cannot be re-established unless it meets the requirements for a new facility.
 - (6) Agricultural structures. Structures used solely for agricultural purposes in connection with the production, harvesting, storage, drying, or raising of agricultural commodities, including the raising of livestock, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; there is no permanent retail, wholesale, or manufacturing use included in the structure; a variance has been granted from the floodplain management requirements of this article; and a floodplain development permit has been issued.
 - (7) Accessory structures. Structures used solely for parking and limited storage purposes, not attached to any other structure on the site, of limited investment value, and not larger than 400 square feet, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; a variance has been granted from the standard floodplain management requirements of this article; and a floodplain development permit has been issued.

Sec. ~~3638-1715~~31. Specific standards.

- (1) In all areas identified as numbered and unnumbered A zones and AE zones, where base flood elevation data have been provided, as set forth in subsection ~~3638-1715~~30(2), the following provisions are required:
 - (a) *Residential construction.* New construction or substantial improvement of any residential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above base flood elevation. For structures with a crawlspace, the floor of the crawlspace shall be equal to or higher than the outside finished grade on at least one side.
 - (b) *Nonresidential construction.* New construction or substantial improvement of any commercial, industrial, or other nonresidential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to two feet above the base flood elevation or, together with attendant utility and sanitary facilities, be floodproofed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification shall be provided to the floodplain administrator as set forth in subsection ~~3638-1715~~22(9).
 - (c) ~~{Other requirements.}~~ Require, for all nN New construction and substantial improvements, ~~that with~~ fully enclosed areas below lowest floor used solely for parking of vehicles, building access, or storage in an area other than a basement and that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:
 1. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided or the use of "engineered vents" in accordance with their listing; and

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2. The bottom of all opening shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

(d) ~~Fences.~~ Fences shall not be constructed within the SFHA in such a manner to impede the flow of floodwaters.

Sec. ~~3638-1715~~32. Manufactured homes.

- (1) All manufactured homes to be placed within all numbered and unnumbered A zones and AE zones, on the community's FIRM shall be required to be installed using methods and practices that minimize flood damage. For the purposes of this requirement, manufactured homes must be elevated and anchored to resist flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors.
- (2) Require manufactured homes that are placed or substantially improved within numbered or unnumbered A zones and AE zones, on the community's FIRM on sites:
 - (a) Outside of a manufactured home park or subdivision;
 - (b) In a new manufactured home park or subdivision;
 - (c) In an expansion to an~~e~~ existing manufactured home park or subdivision; or
 - (d) In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood,

be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to two feet above the base flood elevation and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

- (3) Require that manufactured homes to be placed or substantially improved on sites in an existing manufactured home park or subdivision within all unnumbered and numbered A zones and AE zones, on the community's FIRM, that are not subject to the provisions of subsection ~~3638-1715~~32(2) of this article, be elevated so that either:
 - (a) The lowest floor of the manufactured home is ~~at~~ two feet above the base flood level; or
 - (b) The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement.

Sec. ~~3638-1715~~33. Floodway.

Located within areas of special flood hazard established in section ~~3638-1715~~10 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters~~s~~ that ~~carry~~carries debris and potential projectiles, the following provisions shall apply:

- (1) The community shall select and adopt a regulatory floodway based on the principle that the area chosen for the regulatory floodway must be designed to carry the waters of the base flood without increasing the water surface elevation of that flood more than one foot at any point.
- (2) The community shall prohibit any encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard

engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

- (3) If subsection ~~3638-1715~~33(2) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of division 4.
- (4) In unnumbered A zones, the community shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources as set forth in subsection ~~3638-1715~~30(2).

Sec. ~~3638-1715~~34. Recreational vehicles.

Require that recreational vehicles placed on sites within all numbered and unnumbered A zones and AE zones on the community's FIRM either:

- (1) Be on the site for fewer than 180 consecutive days, or
- (2) Be fully licensed and ready for highway use*, or
- (3) Meet the permitting, elevation, and the anchoring requirements for manufactured homes of this article.

Note(s)—* A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanently attached additions.

Sec. ~~3638-1715~~35. Areas outside the FEMA designated special flood hazard area (SFHA).

The director of public works shall have the authority to designate areas outside the FEMA designated SFHA which are either unsuitable for development or where the requirements of the SFHA apply. This allows for protection of structures adjacent to the SFHA or in flood-prone areas outside the SFHA.

Secs. ~~3638-1715~~~~3638~~—~~3638-1715~~39. Reserved.

DIVISION 5. FLOODPLAIN MANAGEMENT VARIANCE PROCEDURES

Sec. ~~3638-1715~~40. Establishment of appeal board.

The ~~Administrative Review Committee (ARC)~~~~board of building and housing appeals~~ as established by the City of Springfield shall hear and decide appeals and requests for variances from the floodplain management requirements of this article.

Sec. ~~3638-1715~~41. Responsibility of appeal board.

Where an application for a floodplain development permit or request for a variance from the floodplain management regulations is denied by the floodplain administrator, the applicant may apply for such floodplain development permit or variance directly to the ~~Administrative Review Committee~~~~board of building and housing appeals~~, as defined in section ~~3638-1715~~40.

The ~~Administrative Review Committee~~~~board of building and housing appeals~~ shall hear and decide appeals when it is alleged that there is an error in any requirement, decision, or determination made by the floodplain administrator in the enforcement or administration of this article.

Sec. ~~3638-1715~~42. Further appeals.

Any person aggrieved by the decision of the ~~Administrative Review Committee~~ board of building and housing appeals or any taxpayer may appeal such decision to the Circuit Court of Greene County as provided in RSMo chapter 536.

Sec. ~~3638-1715~~43. Floodplain management variance criteria.

In passing upon such applications for variances, the ~~Administrative Review Committee~~ board of building and housing appeals shall consider all technical data and evaluations, all relevant factors, standards specified in other sections of this article, and the following criteria:

- (1) The danger to life and property due to flood damage;
- (2) The danger that materials may be swept onto other lands to the injury of others;
- (3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- (4) The importance of the services provided by the proposed facility to the community;
- (5) The necessity to the facility of a waterfront location, where applicable;
- (6) The availability of alternative locations, not subject to flood damage, for the proposed use;
- (7) The compatibility of the proposed use with existing and anticipated development;
- (8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
- (9) The safety of access to the property in times of flood for ordinary and emergency vehicles;
- (10) The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters, if applicable, expected at the site; and
- (11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems; streets; and bridges.

Sec. ~~3638-1715~~44. Conditions for approving floodplain management variances.

- (1) Generally, variances may be issued for new construction and substantial ~~improvements~~ to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items (2) through (6) below have been fully considered. As the lot size increases beyond ~~the~~ one-half acre, the technical justification required for issuing the variance increases.
- (2) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed on the National Register of Historic Places, the State Inventory of Historic Places, or local inventory of historic places upon determination provided the proposed activity will not preclude the structure's continued historic designation.
- (3) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
- (4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

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- (5) Variances shall only be issued upon:
- (a) A showing of good and sufficient cause;
 - (b) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and
 - (c) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- (6) A community shall notify the applicant in writing over the signature of a community official that:
- (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.

Such notification shall be maintained with the record of all variance actions as required by this article.

Sec. ~~3638-1715~~45. Conditions for approving variances for agricultural structures.

Any variance granted for an agricultural structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections ~~3638-1715~~43 and ~~3638-1715~~44 of this article.

~~In order to~~To minimize flood damages during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for agricultural structures that are constructed at-grade and wet-floodproofed:

- (1) All agricultural structures considered for a variance from the floodplain management regulations of this article shall demonstrate that the varied structure is ~~located~~ in wide, expansive floodplain areas and no other alternate location outside of the special flood hazard area exists for the agricultural structure. Residential structures, such as farm-houses, cannot be considered agricultural structures.
- (2) Use of the varied structures must be limited to agricultural purposes in zone ~~A~~E only as identified on the community's flood insurance rate map (FIRM).
- (3) For any new or substantially damaged agricultural structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection ~~3638-1715~~30(4)(b) of this article.
- (4) The agricultural structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structures in accordance with subsection ~~3638-1715~~30(4)(a) of this article. All of the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (5) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection ~~3638-1715~~30(4)(d) of this article.
- (6) The agricultural structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection ~~3638-1715~~31(1)(c) of this article.

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- (7) The agricultural structures must comply with the floodplain management floodway encroachment provisions of subsection ~~3638-1715~~33(2) of this article. No variances may be issued for agricultural structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (8) Major equipment, machinery, or other contents must be protected from any flood damage.
 - (9) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the agricultural structures.
 - (10) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance ~~up to~~ amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (11) Wet-floodproofing construction techniques must be reviewed and approved by the community and a registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Sec. ~~3638-1715~~46. Conditions for approving variances for accessory structures.

Any variance granted for an accessory structure shall be decided individually based on a case-by-case analysis of the building's unique circumstances. Variances granted shall meet the following conditions as well as those criteria and conditions set forth in sections ~~3638-1715~~43 and ~~3638-1715~~44 of this article.

~~In order to~~To minimize flood damages during the 100-year flood and the threat to public health and safety, the following conditions shall be included for any variance issued for accessory structures that are constructed at-grade and wet-floodproofed.

- (1) Use of the accessory structures must be solely for parking and limited storage purposes in zone ~~A~~E only as identified on the community's flood insurance rate map (FIRM).
- (2) For any new or substantially damaged accessory structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below the base flood elevation, must be built with flood-resistant materials in accordance with subsection ~~3638-1715~~30(4)(b) of this article.
- (3) The accessory structures must be adequately anchored to prevent flotation, collapse, or lateral movement of the structure in accordance with subsection ~~3638-1715~~30(4)(a) of this article. All ~~of~~ the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
- (4) Any mechanical, electrical, or other utility equipment must be located above the base flood elevation or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with subsection ~~3638-1715~~30(4)(d) of this article.
- (5) The accessory structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100-year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with subsection ~~3638-1715~~31(1)(c) of this article.

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- (6) The accessory structures must comply with the floodplain management floodway encroachment provisions of subsection ~~3638-1715~~33(2) of this article. No variances may be issued for accessory structures within any designated floodway, if any increase in flood levels would result during the 100-year flood.
 - (7) Equipment, machinery, or other contents must be protected from any flood damage.
 - (8) No disaster relief assistance under any program administered by any federal agency shall be paid for any repair or restoration costs of the accessory structures.
 - (9) A community shall notify the applicant in writing over the signature of a community official that:
 - (a) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance ~~up to~~ amounts as high as \$25.00 for \$100.00 of insurance coverage; and
 - (b) Such construction below the base flood level increases risks to life and property.Such notification shall be maintained with the record of all variance actions as required by this article.
 - (10) Wet-floodproofing construction techniques must be reviewed and approved by the community and registered professional engineer or architect prior to the issuance of any floodplain development permit for construction.

Secs. ~~3638-1715~~47—~~3638-1715~~49. Reserved.

DIVISION 6. PENALTIES FOR VIOLATION

Sec. ~~3638-1715~~50. Penalties for violation.

Violation of the provisions of this article or failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with granting of variances) shall constitute a misdemeanor. Any person who violates this article or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than \$500.00, and in addition, shall pay all costs and expenses involved in the case. Each day such violation continues shall be considered a separate offense. Nothing herein contained shall prevent the City of Springfield or other appropriate authority from taking such other lawful action as is necessary to prevent or remedy any violation.

Secs. ~~3638-1715~~51—~~3638-1715~~59. Reserved.

DIVISION 7. AMENDMENTS

Sec. ~~3638-1715~~60. Amendments.

The regulations, restrictions, and boundaries set forth in this article may from time to time be amended, supplemented, changed, or repealed to reflect any and all changes in the National Flood Disaster Protection Act of 1973, provided, however, that no such action may be taken until after a public hearing in relation thereto, at which parties of interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be published in a newspaper of general circulation in the City of Springfield. At least 20 days shall elapse between the date of this publication and the public hearing. A copy of such amendments will be provided to the

Region VII Office of the Federal Emergency Management Agency (FEMA). The regulations of this article ~~are in compliance with~~ follow the National Flood Insurance Program (NFIP) regulations.

Secs. ~~3638-1715~~61—~~3638-1715~~69. Reserved.

DIVISION 8. DEFINITIONS

Sec. ~~3638-1715~~70. Definitions.

Unless specifically defined below, words or phrases used in this article shall be interpreted ~~so as~~ to give them the same meaning they have in common usage and to give this article its most reasonable application.

100-year flood. See "base flood."

Accessory structure means the same as "appurtenant structure."

Actuarial rates. See "risk premium rates."

Administrator means the Federal Insurance Administrator.

Agency means the Federal Emergency Management Agency (FEMA).

Agricultural commodities means agricultural products and livestock.

Agricultural structure means any structure used exclusively in connection with the production, harvesting, storage, drying, or raising of agricultural commodities.

Appeal means a request for review of the floodplain administrator's interpretation of any provision of this article or a request for a variance.

Appurtenant structure means a structure that is on the same parcel of property as the principal ~~alle~~ structure to be insured and the use of which is incidental to the use of the principal structure.

Area of special flood hazard means the land in the floodplain within a community subject to a one ~~_~~-percent or greater chance of flooding in any given year.

Base flood means the flood having a one-percent chance of being equaled or exceeded in any given year.

Basement means any area of the structure having its floor subgrade (below ground level) on all sides.

Building. See "structure."

Chief executive officer or chief elected official means the official of the community who is charged with the authority to implement and administer laws, ordinances, and regulations for that community.

Community means any state or area or political subdivision thereof, which has authority to adopt and enforce floodplain management regulations for the areas within its jurisdiction.

Development means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, levees, levee systems, mining, dredging, filling, grading, paving, fencing, excavation or drilling operations, or storage of equipment or materials.

Elevated building means for insurance purposes, a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings, or columns.

Eligible community or participating community means a community for which the administrator has authorized the sale of flood insurance under the National Flood Insurance Program (NFIP).

Existing construction means for the purposes of determining rates, structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975, for FIRMs effective before that date. "Existing construction" may also be referred to as "existing structures."

Existing manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Expansion to an existing manufactured home park or subdivision means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Flood or flooding means a general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of inland; and/or
- (2) The unusual and rapid accumulation or runoff of surface waters from any source.

~~*Flood boundary and floodway map (FBFM)* means an official map of a community on which the administrator has delineated both special flood hazard areas and the designated regulatory floodway.~~

Flood elevation determination means a determination by the administrator of the water surface elevations of the base flood, that is, the flood level that has a one-percent or greater chance of occurrence in any given year.

Flood elevation study means an examination, evaluation and determination of flood hazards.

Flood fringe means the area outside the floodway encroachment lines, but still subject to inundation by the regulatory flood.

~~*Flood hazard boundary map (FHBM)* means an official map of a community, issued by the administrator, where the boundaries of the flood areas having special flood hazards have been designated as (unnumbered or numbered) A zones.~~

Flood insurance rate map (FIRM) means an official map of a community, on which the administrator has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

Flood insurance study (FIS) means an examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

Floodplain or flood-prone area means any land area susceptible to being inundated by water from any source. (See "flooding.")

Floodplain management means the operation of an overall program of corrective and preventive measures for reducing flood damage, including, but not limited to, emergency preparedness plans, flood control works, and floodplain management regulations.

Floodplain management regulations means zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as floodplain and grading ordinances) and other applications of police power. The term describes such state or local regulations, in any combination thereof that provide standards for the purpose of flood damage prevention and reduction.

Floodproofing means any combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, or structures and their contents.

Floodway or regulatory floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved ~~in order~~ to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floodway encroachment lines means the lines marking the limits of floodways on federal, state and local floodplain maps.

Freeboard means a factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as bridge openings and the hydrological effect of urbanization of the watershed.

Functionally dependent use means a use that cannot perform its intended purpose unless it is located or carried out ~~in close proximity to~~ near water. This term includes only docking facilities and facilities that are necessary for the loading and unloading of cargo or passengers, but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure means any structure that is:

- (a) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- (b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- (c) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
- (d) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either (1) by an approved state program as determined by the Secretary of the Interior or (2) directly by the Secretary of the Interior in states without approved programs.

Lowest floor means the lowest floor of the lowest enclosed area, including basement. An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access, or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built ~~so as~~ to render the structure in violation of the applicable floodproofing design requirements of this article.

Manufactured home means a structure, transportable in one or more sections, that is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle."

Manufactured home park or subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Map means the ~~flood hazard boundary map (FHBM),~~ flood insurance rate map (FIRM), ~~or the flood boundary and floodway map (FBFM)~~ for a community issued by the Federal Emergency Management Agency (FEMA).

Market value or fair market value means an estimate of what is fair, economic, just and equitable value under normal local market conditions.

Mean sea level means, for purposes of the National Flood Insurance Program (NFIP), the ~~National Geodetic~~ [North American](#) Vertical Datum (~~NGVD~~[NAVD](#)) of ~~1929~~[1988](#) or other datum, to which base flood elevations shown on a community's flood insurance rate map (FIRM) are referenced.

New construction means, for the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of the floodplain management regulations adopted by a community and includes any subsequent improvements to such structures.

New manufactured home park or subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lot on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the community.

NFIP means the National Flood Insurance Program (NFIP).

Participating community also known as an "eligible community," means a community in which the administrator has authorized the sale of flood insurance.

Person includes any individual or group of individuals, corporation, partnership, association, or any other entity, including federal, state, and local governments and agencies.

Principally above ground means that at least 51 percent of the actual cash value of the structure, less land value, is above ground.

Recreational vehicle means a vehicle which is:

- (a) Built on a single chassis;
- (b) Four hundred square feet or less when measured at the largest horizontal projections;
- (c) Designed to be self-propelled or permanently towable by a light-duty truck; and
- (d) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Remedy a violation means to bring the structure or other development into compliance with federal, state, or local floodplain management regulations; or, if this is not possible, to reduce the impacts of its noncompliance.

Repetitive loss means flood-related damages sustained by a structure on two separate occasions during a ten-year period for which the cost of repairs at the time of each such flood event, equals or exceeds 25 percent of the market value of the structure before the damage occurred.

Risk premium rates means those rates established by the administrator pursuant to individual community studies and investigations which are undertaken to provide flood insurance in accordance with Section 1307 of the National Flood Disaster Protection Act of 1973 and the accepted actuarial principles. "Risk premium rates" include provisions for operating costs and allowances.

Special flood hazard area: See "area of special flood hazard."

Special hazard area means an area having special flood hazards and shown on an ~~n-FIRM~~, FIRM ~~or FIRM~~ as zones (numbered or unnumbered) A and AE.

Start of construction includes "substantial improvements", and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvements were within 180 days of the permit date. The "actual start" means either the first placement

of permanent construction of a structure on a site, such as the pouring of slabs or footings, the installation of piles, the construction of columns, any work beyond the stage of excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling, the installation of streets and/or walkways, excavation for a basement, footings, piers, foundations, the erection of temporary forms, nor installation on the property of accessory structures, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the "actual start of construction" means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

State coordinating agency means that agency of the state government, or other office designated by the governor of the state or by state statute at the request of the administrator to assist in the implementation of the National Flood Insurance Program (NFIP) in that state.

Structure means, for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home. "Structure" for insurance purposes, means a walled and roofed building, other than a gas or liquid storage tank, that is principally above ground and affixed to a permanent site, as well as a manufactured home on a permanent foundation. For the latter purpose, the term includes a building ~~while in the course of~~during construction, alteration or repair, but does not include building materials or supplies intended for use in such construction, alteration or repair, unless such materials or supplies are within an enclosed building on the premises.

Substantial damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred. The term includes "repetitive loss" buildings (see definition).

For the purposes of this definition, "repair" is considered to occur when the first repair or reconstruction of any wall, ceiling, floor, or other structural part of the building commences.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any improvement to a building.

Substantial improvement means any combination of reconstruction, alteration, or improvement to a building, taking place during a ten-year period, in which the cumulative percentage of improvement equals or exceeds 50 percent of the current market value of the building. For the purposes of this definition, an improvement occurs when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the building. This term includes structures, ~~which that~~ have incurred "repetitive loss" or "substantial damage", regardless of the actual repair work done.

The term does not apply to:

- (a) Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the code enforcement official, and which are solely necessary to assure safe living conditions, or
- (b) Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure", or
- (c) Any building that has been damaged from any source or is categorized as repetitive loss.

Substantially improved existing manufactured home parks or subdivisions where the repair, reconstruction, rehabilitation or improvement of the streets, utilities and pads equals or exceeds 50 percent of the value of the streets, utilities and pads before the repair, reconstruction or improvement commenced.

Variance means a grant of relief by the community from the terms of a floodplain management regulation. Flood insurance requirements remain in place for any varied use or structure and cannot be varied by the community.

Violation means the failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required by this article is presumed to be in violation until such time as that documentation is provided.

Water surface elevation means the height, in relation to the ~~National Geodetic~~[North American](#) Vertical Datum (~~NGVD~~[NAVD](#)) of ~~1929~~[1988](#) (or other datum where specified) of floods of various magnitudes and frequencies in the floodplain.

TABLE OF HISTORY

[Editor's Note: Article XVII, Floodplain, was moved from Article V.]

General Ordinance	Passed	Subject
4026	April 19, 1989	Added Floodplain Resistant Construction to Article V and amended City Code Ch. 8 to remove Building Restrictions in Floodplains.
5907	November 1, 2010	Repealed existing provisions in G.O. 4026 relating to floodplain management regulation and enacting new regulations consistent with FEMA's model ordinance.



EXPLANATION TO COUNCIL BILL 2025-142 (JENSON)

FILED: 07/01/2025

ORIGINATING DEPARTMENT: Environmental Services

TITLE: A special ordinance approving the purchase of real property, commonly known as 4455 West Farm Road 168, for use as buffer land adjacent to the Southwest Wastewater Treatment Plant; and authorizing the City Manager, or designee, to enter a contract and do those things necessary to acquire said property.

PURPOSE: To approve the purchase of one parcel of property addressed as 4455 W. Rountree Road, using funds appropriated within the 2024-25 Environmental Services Clean Water Enterprise Fund budget, for use as buffer land adjacent to Southwest Wastewater Treatment Plant ("SWTP") and to authorize the City Manager, or designee, to enter a contract and do all things necessary for said property acquisition.

BACKGROUND INFORMATION: The City has previously determined that establishing buffer land between the SWTP and adjacent private property is desirable to minimize any impacts of treatment operations on adjacent property and has sought to acquire, as opportunities arise, land parcels for this purpose. The buffer area already owned by the city is depicted in "Exhibit A."

Recently, a parcel that is located within this area and is contiguous to properties already owned by the City of Springfield was listed for sale ("Exhibit B"). After subsequent negotiations with the property owner, the city has reached an agreement, pending Council approval, on the terms to purchase this parcel ("Exhibit C"). This acquisition would not expand the limits of the buffer area, rather it would allow infill within the established buffer boundary and enhance the City's contiguous control within the buffer area.

The property is being acquired for \$23,000 and the purchase price can be paid through use of funds budgeted for such purpose of Land Acquisition and included in the 2024-2025 Clean Water Enterprise Fund of Environmental Services.

The property is intended to be used as buffer land for the SWTP and any other additional productive use as determined by the City.

REMARKS: The Department of Environmental Services recommends approval of this Council bill.

Submitted By: Ron Petering, Assistant Director of Environmental Services

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

- Attachments:**
1. SWTP Buffer Prop Acquisition_ord
 2. SWTP Buffer Prop Acquisition_ExhA_Agree (1)
 3. SWTP Buffer Prop Acquisition_ExhB_Map (2)
 4. SWTP Buffer Prop Acquisition_ExhC_Map

One-rdg. _____
P. Hrngs. _____
Pgs. _____ 19
Filed: _____ 06-17-25

Sponsored by: _____ Jenson _____

First Reading: _____ Second Reading: _____

COUNCIL BILL _____ 2025-142 _____ SPECIAL ORDINANCE _____

AN ORDINANCE

1 APPROVING the purchase of real property, commonly known as 4455 West
2 Farm Road 168, for use as buffer land adjacent to the Southwest
3 Wastewater Treatment Plant; and authorizing the City Manager, or
4 designee, to enter a contract and do those things necessary to
5 acquire said property.
6 _____
7

8 WHEREAS, the City has previously determined that establishing buffer land
9 between the Southwest Wastewater Treatment Plant ("SWTP") and adjacent private
10 property is desirable to minimize any impacts of wastewater treatment operations to
11 adjacent property and has previously acquired properties, as opportunities arise, for this
12 purpose; and
13

14 WHEREAS, a property, identified as 4455 W. Farm Road 168 (88-18-07-100-
15 005), which is adjacent and contiguous to other city owned property within the buffer area,
16 was recently listed for sale and an agreement has subsequently been negotiated for
17 acquisition of the property for \$23,000, contingent upon Council approval; and
18

19 WHEREAS, the acquisition of the proposed property has been evaluated and
20 approved by Planning and Zoning, and the acquisition of the property within the buffer
21 area has been included in the City Capital Improvement Program; and
22

23 WHEREAS, appropriate funds remain unencumbered within the Clean Water
24 Enterprise Fund budget of the Department of Environmental Services for Fiscal Year
25 2024-2025 and have been approved for use in executing this purchase.
26

27 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
28 SPRINGFIELD, MISSOURI, as follows, that:
29

30 Section 1 – The City Manager, or designee, is hereby authorized to enter into a
31 contract with Jason and Aurelia Stratton for the purchase of property commonly known as
32 4455 W. Farm Road 168, in Greene County, Missouri, said agreement to be
33 substantially in the form and content as that document attached hereto and incorporated

herein by reference as "Exhibit A," and to take such other actions as may be necessary to carry out the intent of the land acquisition and cause the contingencies to be performed on behalf of the City.

Section 2 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Jim Millington, Deputy City Attorney

Approved for Council action: Colleen Sykes, Interim City Manager

ROUTING ORDER	(1) ORIGINATING DEPARTMENT	(2) SELLER	(3) FINANCE DEPARTMENT
	(4) LAW DEPARTMENT	(5) CITY MANAGER'S OFC.	(6) CITY CLERK'S OFFICE
EFFECTIVE DATE	CLOSING DATE	CONTRACT NUMBER:	
CITY		SELLER(S)	
CITY OF SPRINGFIELD		Name(s): Jason & Aurelia Stratton	
840 BOONVILLE, PO Box 8368		Address: 3835 W. Greenwood St.	
SPRINGFIELD, MO 65802		Springfield, MO 65807	
PHONE (417) 864-2057		Phone: (417) 234-5741	
E-MAIL: PBLEES@SPRINGFIELDMO.GOV		E-Mail: thejasonstratton@gmail.com	
ATTN: PAUL BLEES		Attention: Jason Stratton	
DEPT: PUBLIC WORKS		SSN/Federal Tax ID Number:	

CONTRACT FOR PURCHASE OF REAL ESTATE

1. **PARTIES.** This Contract is made by and between the parties identified above, and effective as of the date and time of final acceptance, hereinafter referred to as Effective Date.

2. **PURPOSE.** The Environmental Services Department of the City are acquiring properties for the improvement of city facilities and long-term operations, hereinafter referred to as "Project," in an area located in Greene County; and

3. **PROPERTY.** The City has offered to buy, and the Seller is willing to sell by general warranty deed, which shall be free from all liens and encumbrances, except standard easements, restrictions, and other items described on the title commitment waived by Buyer, the real property located in the **4455 W. Farm Road 168** (88-18-07-100-005) Greene County, State of Missouri, more particularly described as follows:

Commencing 11 1/2 rods East of the Southwest corner of the Southeast Quarter of the Northeast Quarter of Section Seven (7), Township Twenty-eight (28), Range Twenty-two (22), running thence East 13 rods, thence South 6 1/2 rods, thence West 13 rods, thence South 6 1/2 rods to the place of beginning, Greene County, Missouri.

together with all attached improvements located on the property, all of which is the "Property" in this Contract.

4. **PURCHASE.** The City agrees to buy, and the Seller agrees to sell the Property upon the terms and conditions as follows:

a. **Price.** The City agrees to pay the amount of **Twenty-Three Thousand and No/100 Dollars (\$23,000.00)** for the Property, payable in cash or certified check.

b. **Contingencies.** This agreement is subject to the following contingencies, and City may elect to declare this agreement null and void prior to the closing without obligation or liability to Seller if:

(1) An environmental assessment of the property performed by or on behalf of the City discloses that hazardous substances may have been released on the property, or that the property is otherwise contaminated or environmentally impaired.

(2) A survey or inspection of the property discloses encroachments, violations of subdivision or other restrictions, boundary line disputes, or rights or claims of third parties in possession, on any portion of the premises, which are unacceptable to City.

(3) The project authorizing this improvement has not been approved by the Planning and Zoning Commission and the City Council of the City of Springfield.

(4) The title insurance commitment referred to in paragraph 8 of this agreement shall fail to show merchantable title in Seller or shall contain exceptions unacceptable to City.

(5) The City does not have appropriated unencumbered funds necessary to purchase the property.

(6) Other Contingencies: None

(7) Any other contingencies not contained in this paragraph 4b, or in the printed terms of this contract, must be specified on an applicable addendum and the date for satisfying such contingencies, if any, shall be the closing date unless otherwise agreed in writing.

5. **SELLER'S REPRESENTATIONS.** Sellers represents to City: (a) That Seller has no knowledge of any underground tanks, toxic or hazardous substances, or dump sites on the property, either at present or in the past; (b) That the property is not subject to any real estate listing agreement, or other agreement providing for any real estate commission; (c) That there have been no unpaid improvements, or any other work performed in connection with the Property that would give rise to the filing of any mechanics' liens against the property; (d) That the Seller has full authority to enter into this agreement and that the Property is not subject to any options, contracts of sale, leases or other rights in favor of any third parties; (e) That there are no legal proceedings pending which involve the Property; and (f) That these representations will continue to be true at the closing, unless Seller has given City notice to the contrary in writing prior thereto.

(A) **SELLER(S)' RELEASE OF CLAIMS.** As additional consideration to pass to the City, and as an inducement to the City of Springfield to purchase the real estate herein in its AS IS and WHERE LOCATED CONDITION (flood prone area), effective upon the closing of the sale transaction, the Seller(s) waive(s), release(s), and discharge(s) the City of Springfield, Missouri, its officials, agents and employees, and Missouri Highway and Transportation Commission, its officials, agents and employees, from any and all demands, suits or claims of liability, whether now known or unknown, for personal or bodily injuries, or for property damage, including any damages or costs incidental thereto, or for any invasion or any taking of any property rights, or for the creation of any nuisance, or for any relocation assistance or any other governmental benefits, arising out of, or related in any way whatsoever to any surface or groundwater flooding of the premises, or any portion thereof, or storm water or sanitary sewer line back-ups or similar incidents occurring at any time whatsoever upon, over, under or adjacent to the property to be conveyed herein, the payment being received by Seller(s) from the City under this agreement being in full and complete satisfaction of such claims and for the real estate conveyed. Nothing contained herein shall be construed as constituting any admission of liability by the City of Springfield, Missouri, its officials, agents or employees and Missouri Highway and Transportation Commission, its officials, agents and employees, with respect to any such occurrences.

6. **ADDITIONAL TERMS AND CONDITIONS.**

- a. Seller(s) to maintain property until closing.
- b. Sellers have the option to remove any beams, timber from the old church building prior to closing.
- c. Closing cost will be paid by the buyer (City).
- d. Ad valorem (real estate) taxes are not being collected nor paid to the Greene County Collector's Office in conjunction with this transaction per RSMo 137.100.

The following Exhibits as referenced in this Contract, are attached, and incorporated herein at the time of acceptance:

Exhibit 1 – Commitment Number – TITLE- 2022-3003773

Exhibit 2 – Greene County Assessor's Parcel Map – 88-18-07-100-005

7. **CLOSING AND POSSESSION.**

a. The Closing is the delivery of the Seller's general warranty deed (unless another type of deed is mutually agreed to in writing by the parties) for the purchase price paid by the City after all contingencies have been met and all documents have been signed; and shall take place on or before the **22nd day of August, 2025**, (the Closing Date), unless otherwise agreed to in writing.

- b. The City shall take possession of the Property at the time of closing.
- c. The purchase price, minus any liens (if any), shall be payable in cash or equivalent at Closing.

8. **CLOSING PROCEDURES.** Necessary title information shall be ordered by the City within ten (10) days of the Effective Date at the sole cost and expense of the City. The City shall obtain a commitment to insure title in the amount of the purchase price from the following closing company, which is authorized to insure titles in the State of Missouri: **Burcham's Meridian Title Company, 1334 E. Republic St., Springfield, Missouri 65804.**

The commitment shall show merchantable title in Seller in accordance with the Title Examination Standards of the Missouri Bar, subject to encumbrances as provided herein, standard subdivision restrictions, covenants, declarations, setback lines, and easements and zoning laws of record as of the Effective Date. The City may, at City's expense, obtain a survey (and shall obtain a survey if required by Title Company).

The City shall pay the premium for the title policy. The City may, at City's expense, have the title commitment examined, and if applicable, the City shall provide to Seller in writing any valid objections to title and survey prior to the Closing Date, and Seller shall make reasonable effort to correct the valid objections within **thirty (30) days** of receipt of request to cure, unless otherwise agreed to in writing; and if not corrected, the City may waive the objections and close, or elect to terminate the Contract. At closing, Seller shall deliver the warranty deed, along with all other documents and funds reasonably necessary to complete the Closing, and the City shall deliver cash or certified funds sufficient to satisfy the City's payment obligations and all other documents necessary to complete the Closing. If a closing fee is charged,

the cost will be paid by the City, unless otherwise provided. Recording fees shall be paid by the party for whom the fee is attributable. The Seller will warrant at Closing there are no unpaid bills for improvements within 12 months prior to Closing and that Seller has no knowledge of proposed improvements to be paid for by special assessment or fee. The Seller agrees to furnish all assurances, indemnities deposits or other requirements of the insuring Title Insurance Company for the Owner's Title Insurance Policy, when issued, to contain no exception as to liens or the right of liens for service, labor or materials imposed by law and not shown by the public records. The City agrees that if Seller cannot furnish requirements for this coverage, then the City may elect either to waive this requirement and accept an Owner's Title Insurance Policy without unrecorded mechanic's lien coverage and close or terminate this Contract. Rental deposits held by Seller, if any, shall be credited to the City at closing.

12. REMEDIES UPON DEFAULT.

In General. Seller or City shall be in default under this Contract if either fails to comply with any material provision within the time limits required by the contract. If either party defaults, the party claiming a default shall notify the other party in writing of the nature of the default and may, as set forth in said notice, either terminate this Contract or extend the time for performance by providing the defaulting party a deadline for curing the default, provided that if the default is the inability of the City to close the purchase because of its lack of appropriated and unencumbered funds, the City may at its option by written notice extend the closing date for a period of not more than sixty (60) days. If this Contract shall not be closed for the fault of Seller, then City may elect to either sue for specific performance of the agreement and any incidental damages arising therefrom, or to be paid liquidated damages of Five Per Cent (5%) of the total sale price from Seller, it being agreed that actual damages of City are difficult, if not impossible, to ascertain.

13. CONFLICTS OF INTEREST. No salaried officer or employee of the City of Springfield, Missouri, and no member of any Board or the City Council of the City shall have a financial interest, direct or indirect, in this contract. A violation of this provision renders the contract void. Any federal regulations and applicable provisions in RSMo Section 105.450 et seq. shall not be violated.

14. PROVISIONS NOT MERGED WITH DEED. No provision of this Contract is intended to or shall be merged by reason of any deed transferring title to the Property from the Seller to the City, or any successor in interest, and any such deed shall not be deemed to affect or impair the provisions and covenants of this Contract.

15. NOTICE. All notices required or permitted hereinunder and required to be in writing may be given by FAX or by first class mail addressed to City and Seller by one of three different means: Facsimile Transmission (FAX) if both parties have a FAX number; U.S. Postal Service Mails; or by hand delivering a copy of the same to the receiving party; or may give notice by any combination of the above methods.

a. The date of notice shall be:

(1) The date upon which notice is hand delivered to the receiving party;

(2) The date of delivery of notice by FAX transmission which shall be deemed to be the date transmission occurs, except where the transmission is not completed by 5:00 p.m. on a regular business day at the terminal of the receiving party, in which case the date of delivery shall be deemed to fall on the next regular business day for the receiving party;

(3) The third day following mailing of the notice, whichever first occurs.

b. It shall be sufficient if notices to the City are addressed to **City Attorney, City of Springfield, 840 Boonville Ave., P.O. Box 8368, Springfield, Missouri 65801.**

c. It shall be sufficient if notices sent to the Seller are addressed to **Jason & Aurelia Stratton, 3835 W. Greenwood St., Springfield, Missouri 65807.**

16. HEADINGS. The headings or captions of this Contract are for convenience and reference only, and in no way define, limit, or describe the scope or intent of the Contract or any provision hereof.

17. SEVERABILITY. In the event that any one or more of the phrases, sentences, clauses, paragraphs or sections contained in this Contract shall be declared invalid by the final and unappealed order, decree or judgment of any court, the City may, at its sole option, set this Contract aside.

18. VENUE AND JURISDICTION. This Contract and every question arising hereunder shall be construed or determined according to the laws of the State of Missouri. Should any part of this Contract be adjudicated, venue shall be proper only in the Circuit Court of Greene County, Missouri.

19. ENTIRE CONTRACT. This Contract contains the entire Contract of the parties. No modification, amendment, or waiver of any of the provisions of this Contract shall be effective unless in writing specifically referring hereto and signed by both parties.

(The remainder of this page intentionally left blank.)

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year herein stated.

CITY OF SPRINGFIELD, MISSOURI

By: _____
City Manager or his/her designee Date

By signing this contract, Seller(s) certifies that he/she is not presently employed by the City of Springfield or City Utilities of Springfield.

CERTIFICATE OF DIRECTOR OF FINANCE

I certify that the expenditure contemplated by this document is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance of appropriated and available funds to pay therefor.

Director of Finance or Acting Director

APPROVED AS TO FORM

City Attorney or Assistant City Attorney

RECOMMENDED BY

Director of Environmental Services or Acting Director

THIS AGREEMENT CONTAINS A RELEASE OF CLAIMS. SELLER(S) ACKNOWLEDGE(S) THAT HE/SHE/THEY HAVE READ AND FULLY UNDERSTAND THE RELEASE AND ARE IN AGREEMENT WITH ITS TERMS.

SELLER(S):

Jason & Aurelia Stratton

Signature: <u>Jason Stratton</u>	<u>5/30/25</u>
Jason Stratton	Date
Signature: <u>Aurelia Stratton</u>	<u>5/30/25</u>
Aurelia Stratton	Date



**COMMITMENT FOR TITLE INSURANCE
ISSUED BY
COMMONWEALTH LAND TITLE INSURANCE COMPANY
with Kansas and Missouri Modifications**

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Commonwealth Land Title Insurance Company, a Florida Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

ALTA Commitment for Title Insurance 8-1-16 with Kansas and Missouri Modifications

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2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.
3. The Company's liability and obligation is limited by and this Commitment is not valid without:
 - (a) the Notice;
 - (b) the Commitment to Issue Policy;
 - (c) the Commitment Conditions;
 - (d) Schedule A;
 - (e) Schedule B, Part I—Requirements; and
 - (f) Schedule B, Part II—Exceptions; and
 - (g) a counter-signature by the Company or its issuing agent that may be in electronic form.
4. **COMPANY'S RIGHT TO AMEND**

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.
5. **LIMITATIONS OF LIABILITY**
 - (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.
 - (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
 - (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
 - (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
 - (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
 - (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
 - (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.
6. **LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT**
 - (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
 - (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
 - (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
 - (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
 - (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
 - (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

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7. **IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT**

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. **PRO-FORMA POLICY**

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. This paragraph is intentionally deleted.

Countersigned:

COMMONWEALTH LAND TITLE INSURANCE COMPANY

Amy Isaacson
Meridian Title Company
1334 East Republic Road
Springfield, MO 65804

By:

Michael J. Nolan
President

ATTEST:

Marjorie Nemzura
Secretary

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Transaction Identification Data for reference only:

Issuing Agent: Meridian Title Company
Issuing Office: 1334 East Republic Road, Springfield, MO 65804
ALTA® Universal ID: 1026728
Loan ID Number:
Issuing Office File Number: TITLE-2022-3003773
Commitment Number: TITLE-2022-3003773
Revision Number:
Property Address: 4455 West Farm Road 168, Springfield, MO 65807

SCHEDULE A

1. Commitment Date: 05/02/2025 at 8:00 AM

2. Policy to be issued:

(a) ALTA Owner's Policy \$

PROPOSED INSURED: **City of Springfield, Missouri**

(b) ALTA Loan Policy \$

PROPOSED INSURED:

3. The estate or interest in the Land described or referred to in this Commitment is: fee simple.

4. Title to the fee simple estate or interest in the Land is at the Commitment Date vested in:

Aurelia Stratton subject to the interest of Methodist Protestant Church

5. The Land is described as follows:

Property description set forth in "Exhibit A" attached hereto and made a part hereof.

COMMONWEALTH LAND TITLE INSURANCE COMPANY

By: _____
Amy Isaacson
Authorized Signatory

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ALTA Commitment for Title Insurance 8-1-16

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SCHEDULE B, PART I Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
5. All buyer/borrower and/or seller documents must be signed by authorized signer for Methodist Protestant Church.
6. All buyer/borrower and/or seller documents must be signed by authorized signer for City of Springfield.
7. Duly authorized and executed Deed from Duly authorized and executed Deed from Methodist Protestant Church, to Aurelia Stratton, Missouri, to be executed and recorded at closing.

Duly authorized and executed Deed from Aurelia Stratton, to City of Springfield, Missouri, to be executed and recorded at closing.
8. This Company finds no open Deeds of Trust of record. If there are any liens, recorded or unrecorded, please notify us immediately. We reserve the right to make additional requirements and/or exceptions upon review of any documentation provided.
9. Payment of all real estate taxes through and including those for the year 2024.
The following is provided for informational purposes only:
Current Tax Status: DELINQUENT
Tax Year: 2024
Tax ID: 88-18-07-100-005
Tax Amount Due by December 31: \$184.46
Delinquent taxes, if any: NONE
Taxes for the year 2023 are PAID. Taxes for the year 2025 are now due and payable by December 31, 2025.
10. Due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture and/or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

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11. If mechanic's lien coverage is desired on the loan policy, satisfactory evidence should be supplied to the title insurance company that improvements and/or repairs or alterations thereto are completed; that contractors, subcontractors, labor of materialmen and materials are all paid; have released of record all liens or notice of intent to perfect a lien for labor or material, if any. The company must be given notice if any structures located on the subject property have had any of the above mentioned services provided within the last twelve (12) months.
12. Closing Information: If the closing on the subject property is to be conducted by Burcham's Meridian Title, LLC, we require all monies due from the purchase to be in the form of a cashier's check or certified funds. We will require a wire transfer be made payable to Burcham's Meridian Title, LLC coming from a financial institution located in a state other than Missouri. If the sale proceeds or any "payoff" pursuant to the closing requires "good funds", then monies received by us for such must be by bank or wire transfer. The above applies to all closings unless other specific arrangements are made. Due to wide variances in banking practices and lack of control over funds "on the wire", we cannot accept financial responsibilities for delays in the clearing of funds. This requirement is in accordance with Senate Bill 664 signed by the Governor, July 10, and which became effective on August 28, 1996.
13. This agent reserves the right to make further requirements.

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SCHEDULE B, PART II Exceptions

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attached, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I — Requirements are met.
2. Rights or claims of parties in possession not shown by the Public Records.
3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.
4. Easements, or claims of easements, not shown by the Public Records.
5. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown in the Public Records.
6. Taxes or special assessments which are not shown as existing liens by the public records.
7. All assessments and real estate taxes which become due and/or payable after the date of this policy.
8. Outstanding title in and to all oil, gas and other minerals within and underlying the real estate in question, vested in other person or corporations, nor will the policy insure against loss or damage by reason of the mining rights or other rights, privileges and immunities relating to such oil, gas and other minerals and it will not insure against loss or damage due to operations on the surface of insured premises in connection with such oil, gas and other minerals, nor will the policy insure against loss or damage by virtue of any existing or future oil, gas or other mineral lease covering such premises. The Company makes no representation as to the present ownership of any such rights or interests. There may be leases, grants, exceptions or reservations that are not listed.
9. Property Owner's Association dues, if any.
10. Subject to consequences arising from any final decree determining that only an easement was acquired, but that if this occurred, the policy would be deemed to insure an easement only estate.
11. Minerals, both subsurface and surface substances, including but not limited to coal, oil, gas, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges and immunities relating thereto, whether or not appearing in the Public Records or listed in Schedule B. The Company makes no representation as to the present ownership of any such interests.

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EXHIBIT A
Property Description

Issuing Office File No.: TITLE-2022-3003773

Commencing 11 1/21 rods East of the Southwest corner of the Southeast Quarter of the Northeast Quarter of Section Seven (7), Township Twenty-eight (28), Range Twenty-two (22), running thence East 13 rods, thence North 6 1/2 rods, thence West 13 rods, thence South 6 1/2 rods to the place of beginning, Greene County, Missouri.

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ALTA Commitment for Title Insurance 8-1-16

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May 1, 2025

1:2,257

0 0.0275 0.055 0.11 mi
0 0.0425 0.085
feet

EXHIBIT

2

Exhibit B

Limits of Existing City-Owned Buffer Area Around the SW Treatment Plant



Exhibit C

Subject Property at 4455 W Farm Road 168 to be Acquired





EXPLANATION TO COUNCIL BILL 2025-144 (HOSMER)

FILED: 06/24/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A resolution adopting the 2025 Capital Improvements Program for the purpose of providing a schedule of public improvements for 2025 through 2030.

PURPOSE: To approve a Resolution adopting the 2025 Capital Improvements Program. (Planning and Zoning Commission and staff recommend approval).

BACKGROUND INFORMATION: Each year the City of Springfield approves a Capital Improvements Program ("CIP") that outlines the City's capital expenditures for the upcoming year and those which are forecasted for the subsequent five years. To be an eligible CIP project, a project should have a value of at least \$100,000 and the project must have a useful life of at least 6 years. Projects must also have a funding source identified such as one of the sales taxes, the level property tax, grants, federal or state programs, private funding, and/or developer agreements (taken together, projects meeting the foregoing criteria shall be "CIP Projects").

The CIP is prepared annually to fulfill the City's Charter requirement that the City Manager "...secure an estimate of all capital projects pending and of those which it is recommended should be undertaken (a) within the budget year and (b) within the next five succeeding years."

REMARKS: The 2025 Capital Improvements Program is based on plans or programs that have been adopted by City Council. Because the CIP establishes the City's priorities for qualified public capital projects, no CIP Projects should be undertaken unless they are included in the approved CIP. Amendments to the CIP may be made as needed.

The 2025 CIP includes 154 projects or programs, with a total value of \$279,181,317 recommended for funding in 2025, and 130 projects or programs that are recommended be undertaken between the years 2026 to 2030. The types of projects included in the CIP range from new construction of streets, storm water infrastructure, sanitary sewer facilities and parks to airport, police and fire facilities. The CIP also documents identified, but unfunded, capital projects on the horizon for future funding, in addition to projects completed in the past year (2024) which includes 19 projects totaling \$87,349,677.

The Planning and Zoning Commission reviewed the 2025 Capital Improvements Program report at their June 12, 2025, meeting and recommended approval by a vote of 6-0.



A list of all projects and programs recommended for funding in 2025 and those recommended for future funding in 2026 through 2030 are included in the final CIP report (included as “Exhibit A”). In addition, a CIP summary, which provides a program overview as well as key projects, identified by council zone has also been prepared (included as “Exhibit B”).

Submitted By: Justin Crighton, Assistant Director of Planning and Development

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 7/1/2025

Attachments:

1. 2025 Capital Improvements Program Resolution
2. 2025-2030 CIP_exhA
3. 2025-2030 CIP_exhB

One-rdg. X
P. Hrngs.
Pgs. 161
Filed: 07-08-25

Sponsored by: Hosmer

COUNCIL BILL 2025-144 RESOLUTION

A RESOLUTION

1 ADOPTING the 2025 Capital Improvements Program for the purpose of providing a
2 schedule of public improvements for 2025 through 2030.
3
4

5 WHEREAS, the 2025 Capital Improvements Program (“CIP”), a copy of which is
6 attached as “Exhibit A,” and a summary of which is attached as “Exhibit B,” is intended
7 to provide a schedule of potential public improvements for the upcoming year and the
8 subsequent five years; and
9

10 WHEREAS, the CIP is a planning document which establishes the City's
11 priorities for public improvement projects; and
12

13 WHEREAS, eligible CIP projects are those which have a value of at least
14 \$100,000 and have a useful life of at least six years; and
15

16 WHEREAS, the CIP is completed annually to better reflect the City's needs and
17 priorities and should be modified as needed; and
18

19 WHEREAS, the Planning and Zoning Commission held a public hearing on June
20 12, 2025, and reviewed the CIP; and
21

22 WHEREAS, at the conclusion of said public hearing, the Commission
23 recommended approval of the public projects and capital improvements contained
24 within the CIP by a vote of 6 to 0; and
25

26 WHEREAS, the CIP is undertaken to comply with the requirements of City
27 Charter Section 5.8 and City Charter Section 11.7.
28

29 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
30 SPRINGFIELD, MISSOURI, as follows, that:
31

32 Section 1 – City Council hereby adopts the 2025 Capital Improvements Program,
33 which is attached hereto and incorporated herein by this reference as “Exhibit A.”
34

35 Section 2 – This Resolution shall be effective immediately upon adoption.

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Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Resolution: _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: [Signature], City Manager

2025

Exhibit A



CAPITAL Improvements PROGRAM

2025



CAPITAL *Improvements* PROGRAM

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Prepared by the City of Springfield Planning and Development Department, 840 Boonville Avenue
Springfield, Missouri 65802 - Contact: 417-864-1031 / Email: aowen@springfieldmo.gov

2025 CAPITAL IMPROVEMENTS PROGRAM - INTRODUCTION



The development of the 2025 *Capital Improvements Program (CIP)* represents a collaboration between citizens and the City that results in a comprehensive database of all public improvement needs planned everywhere in the city, from the airport to the zoo. The *CIP* also serves as a planning and budgetary support document, a community report, and 6-year schedule outlining priorities for improving the City's infrastructure and assets.

The process of annually identifying and updating projects, scheduling construction and financing is collectively identified as a *Capital Improvements Program*; the *Program* ultimately results in the creation of a *Capital Improvements Plan*. The terms *Program* and *Plan* are, at times, used interchangeably but collectively make up the *Capital Improvements Program*.

Because the City's capital improvement needs are continually evolving, the *CIP* database is updated annually. There are numerous reasons why the City develops a CIP annually:



- The primary purpose of the CIP is to increase transparency and provide the public with a comprehensive list of planned public infrastructure projects planned for the year to come and for the next five subsequent years.
- To review and align concurring projects from one department to the next and minimize disruption to residents and adjoining property owners.
- To align anticipated capital improvements with adopted priorities, plans, studies and related programs the City and its various departments are charged with following.
- Provides the City with an opportunity to create a database of significant projects and unfunded needs, allowing the City to compare and organize future projects and balance the community's expectations and changing priorities.
- Documents successes and projects completed in the previous year.
- The CIP provides an opportunity to evaluate the entire capital budget and respond to the uncertainty of federal and state mandates, in addition to unexpected emergencies.
- To comply with Missouri Statutes and fulfill Springfield's City Charter.

SPRINGFIELD'S CITY CHARTER - The *Capital Improvements Program* fulfills the City's Charter requirement that the City Manager ".... secure an estimate of all capital projects pending and of those which it is recommended should be undertaken (a) within the budget year and (b) within the next five succeeding years." Since 1992, the City of Springfield has maintained a *Capital Improvements Program* to fulfill this requirement.

While adoption of the annual *CIP* rests in the hands of City Council, the Charter also establishes the Planning and Zoning Commission's responsibility to "Review and recommend proposed capital improvements which in the opinion of the commission are necessary or desirable to be constructed." In keeping with these enumerated powers and duties of the Commission, the *CIP* and any proposed amendments are reviewed and receive a recommendation of support, following a public hearing.

CAPITAL IMPROVEMENTS DEFINED

Maintaining a consistent definition of a “capital improvement” is critical in developing a plan for recommended projects that will be proposed for the upcoming annual budget. The following criteria have been established since the early 1990’s.

- Individual projects that are relatively large in project size and scope
- Are significant, permanent, or have a useful life of 6 years or longer
- Estimated to cost \$100,000 or more
- Can include comprehensive programs, which consolidate many smaller individual improvements that do not individually meet the \$100K threshold. Examples of typical programs included in the CIP:

- ✓ School sidewalk program
- ✓ Sanitary sewer overflow control program
- ✓ Floodplain acquisitions and stormwater Improvement program
- ✓ Reforestation and landscaping program
- ✓ Neighborhood improvement program(s)



- Project entries can include funding for planning and design, but planning and design projects that do not include a construction component should not be included in the CIP, as a stand-alone project
- Can include the acquisition of property, land, right of way or easements, but should not include the purchase of equipment, services, or studies. The only exception to this is when the purchase of equipment is part of the initial start-up of a project that involves a new service. For example, if a new fire station is proposed for funding, the fire trucks (and other equipment meeting the criteria listed above) should be included. Replacing fire trucks at existing stations should not be included in the CIP. Listed below are typical examples of capital improvements:

- ✓ Land purchases
- ✓ Storm sewers
- ✓ Sewer mains
- ✓ Sewage treatment plants
- ✓ Street construction and streetscape projects
- ✓ Parking lots and garages
- ✓ Traffic signals
- ✓ New parks, including acquisition and development
- ✓ Tennis courts, swimming pools and recreation improvements
- ✓ New facilities, major building additions and remodeling
- ✓ Significant trail and intermodal projects and extensions
- ✓ Computer and information system purchases and upgrades



BEST PRACTICES AND POLICIES

Capital improvements programs, plans, and budgets are a common tool for city and county governments to identify, prioritize, and manage capital spending. Historically, there are a number of practices and policies the City of Springfield recognizes and have followed in developing and administering the annual Capital Improvements Program year-to-year. The following represents best practices the City strives to uphold in the development and implementation of the annual Capital Improvements Program.

- Every project or program meeting the criteria referenced above, shall be included in the CIP, either individually or as part of a larger program, prior to commencement.
- All projects and programs included in the CIP, shall be vetted and evaluated internally by City staff, including the scope and estimated cost, prior to being added to the CIP.
- The City shall make every effort to begin and complete capital projects on time and within the estimated budget, however it should be recognized that any number of circumstances influence implementation. Projects and programs included in the CIP are not guaranteed to be undertaken, as indicated in the annual program report.
- The City procures all projects in accordance with adopted purchasing policies. Projects included in the annual CIP shall be presented to City Council for final approval, on an individual basis or in combination with a consolidated program. Some routine work and smaller program projects are handled directly through the City's Purchasing Division and do not receive direct approval from City Council.



PRIORITIZING CAPITAL IMPROVEMENTS

Capital improvement projects are prioritized according to their relationship to City Council's adopted priorities:

- Quality of Place
- Governance Legislative Engagement
- Fiscal Sustainability and Accountability
- Economic Vitality
- Public Safety
- Quality Housing Options

Many things contribute to improving the quality of life, including a clean environment, pleasant and safe neighborhoods, diverse housing and job opportunities, and recreational and cultural opportunities.

Quality of life issues do not stop at the city boundaries. Development outside the city is also occurring at urban densities. People living in these areas expect services and public facilities at urban levels, and the density of development in these areas requires facilities, such as streets, built to urban standards. The City is in the best position to provide services and facilities appropriate for the urban population, but this requires coordination between the City and the adjacent Counties. The *CIP* includes projects outside the city, which are located within the Urban Service Area (the area identified as appropriate for urban densities). The intent is that transportation and other infrastructure projects located within the Urban Service Area be included in the *CIP*.

RECEIVING PUBLIC INPUT AND PROGRAM PROPOSALS

Communication with citizens is also a top priority with City Council. There are a number of opportunities that citizens have to contribute input to planning for the city's wide range of capital needs.

The CIP considers input from individual citizens, interest groups and agencies throughout the community, including City leadership and staff. Proposals are evaluated for the direct impact on public health, safety, environmental impacts, and City Council's adopted priorities.

Many of the projects proposed in the CIP receive funding from 1/8 and 1/4 – cent Sales and Level Property Taxes. Every City department that proposes projects for the CIP have an individual process to identify and prioritize those that are most impactful. Each department engages in a process of identifying projects that target reductions in vital factors, such fatalities and injuries, congestion, flooding or property damage. Projects that contribute to economic and community development, quality of life, as well as those that meet other planning and community needs and priorities also receive top priority.

The majority of the projects funded by these taxes are implemented by the Departments of Public Works and Environmental Services. The process to identify and prioritize these projects and programs are part of an extensive public outreach campaign that take place every 3 – 5 years, in advance of the development of the annual CIP. With the help of the City's Department of Public Information, the City solicits input on a list of public improvement projects via a public survey conducted online and in print.

In addition to public hearings hosted by the Planning and Zoning Commission and City Council as part of the formal review and approval process, the Public Information Office works with staff from the Planning and Development Department to issue a press release and publish the complete report on-line for public review.

COMPREHENSIVE PLAN & STRATEGIC PLANS

The Comprehensive Plan recognizes the influence public spending has on the development of private land and in-turn the benefits to the local economy. Ensuring capital spending aligns with planning efforts is an excellent way to implement objectives and goals identified by the community and to ensure infrastructure and facilities are adequate to meet the city's long-term goals. The CIP includes numerous recommendations to ensure consistency between planning strategies and capital investment. Creating diverse funding sources, as well as ensuring transparency in the prioritization of public spending are guidelines identified in the Comprehensive Plan.

As noted elsewhere in this program report, state law and the City Charter reinforce the connection between planning and capital improvements by authorizing the Planning and Zoning Commission to annually review and recommend capital improvements, as well as a master plan for the physical development of the city.

IDENTIFIED BUT UNFUNDED CAPITAL IMPROVEMENTS

As time passes, the City's infrastructure ages and deteriorates. Facilities are outgrown or become obsolete. Growth in the urban area, in and around the city, require new streets, parks and fire stations to serve new homes and businesses. These capital improvements and projects, and those identified in various studies and adopted city plans

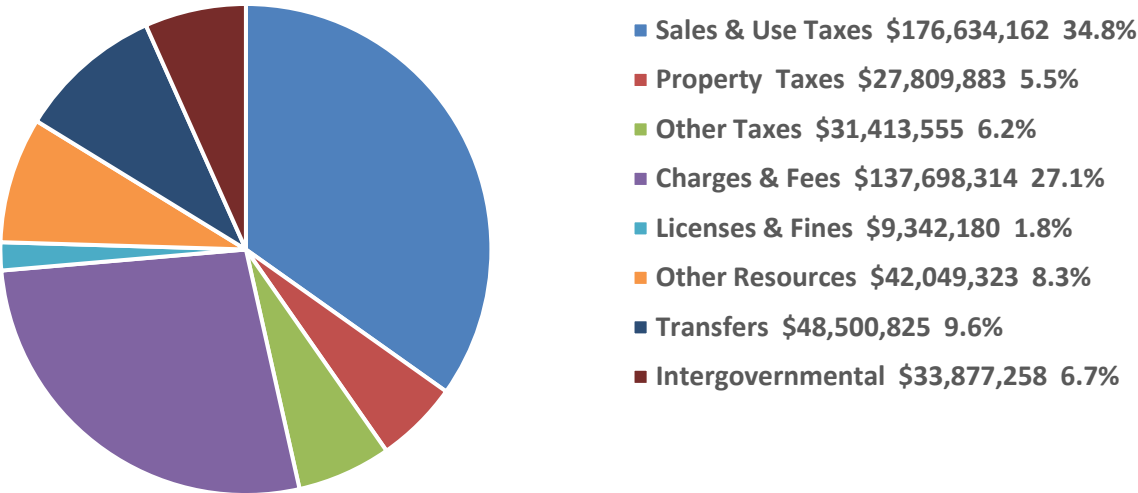


generate a list of needs that far exceed the resources available. Many of these unfunded needs are included in the CIP database are not entirely funded or have no funding programed; rather they are held for consideration and inclusion in future updates of the CIP, when funding is made available. While not every identified project can be anticipated, each city department attempts to maintain a list of these projects and needs for posterity, future planning, and budgeting. Table G below includes a list of these identified but unfunded projects and needs.

CAPITAL IMPROVEMENT FUNDING SOURCES

After identifying projects and establishing priorities, the next step in the *CIP* process is to identify methods of funding the projects. When considering funding sources, it is beneficial to review the City's budget for the current sources of revenue and how those funds are spent as they relate to capital improvements.

FY2025 Operating Budget Revenues
(All Funds) \$507,325,500



Sales Tax continues to be the largest single source of general government revenue. The total sales tax rate in Springfield is 8.10%. The City currently receives 2.125% of the total, the remainder is collected on behalf of the State (4.225%) and County (1.75%). 1% of the City sales tax is used for general City operations, .25% (1/4 - cent) for capital improvements and .125% (1/8 - cent) for transportation improvements. The 1/4 - Cent Capital Improvements Sales Tax, originally approved by Springfield voters in 1989, was renewed in April 2019 for a 20-year period, the proceeds are earmarked for specific capital projects. The 1/8 - Cent Transportation Sales Tax was originally approved by the Springfield voters in 1996 was renewed in November 2019 for 20-year period.

In November of 2024, voters replaced the 2009 3/4 - cent Police-Fire Pension Sales Tax with a new 3/4 - cent Spring Forward SGF Sales Tax. Of this, .25 - cents is dedicated to public safety, the remaining .5 - cent will be dedicated to furthering quality of place and economic development initiatives identified in the Forward SGF Comprehensive Plan.

In addition to the City's sales taxes, Greene County has a 1/4 - cent sales tax dedicated for operations and maintenance of parks, trails, recreation, and historic preservation.



Prior to enactment of the 1/4 and 1/8 - cent sales taxes for capital and transportation improvements, the City financed capital improvements primarily through general obligation bonds. These bonds were retired through property tax increases.



Property taxes in Springfield are currently levied at \$5.3346 per \$100 of assessed valuation; of which, the City of Springfield receives .6091 cents. The City's property tax levy is distributed as follows.

- Art Museum Operations .0384 cents
- Parks Department Operations .1835 cents
- Health Department Operations .1252 cents
- Municipal Purposes .2620 cents

The property tax levy designated for Municipal Purposes is set at a level rate of 0.2620 cents. Originally, the Municipal Purposes portion of the funds were used for debt service of general obligation bonds for the financing of public infrastructure projects. In November 2017, the voters in the City of Springfield elected to continue the twenty-seven-cent property tax that will allow the City to use the funds generated for any municipal purpose, including, without limitation, the construction, acquisition, maintenance, improvement, and upgrade of municipal facilities or municipal property, and the staffing or provision of equipment for municipal facilities. This is a critical funding source of life-cycle equipment replacement and expansion of public safety services.

In addition to these funding sources, there is a wide variety of additional resources. Table CIP-A illustrates 47 different funding sources, which are cross-referenced to the Tables C and E – Alphabetical Index of Planned CIP Projects for 2025 and 2026 - 2030.



Summary of Funding Sources

Table CIP-A

Source	Cross Reference
1/4 - Cent Capital Improvement Sales Tax	A
1/8 - Cent Transportation Sales Tax	B
3/4 – Cent Spring Forward SGF Sales Tax	C
Airport Reserves	D
ARPA Federal Grant	E
ARRA Grant	F
Art Museum Fund Balance	G
Bond Issue funded by Level Property Tax	H
Bond Proceeds	I
Burlington Northern Santa Fe Railway	J
City of Springfield - General Fund	K
City of Springfield - Level Property Tax	L
City Sanitary Sewer System Fund Balance Reserves	M
City Service Center Fund Balance	N
City Solid Waste Fund Balance Reserves	O
City Utilities	P
Commercial Street Tax Increment Financing	Q
Cost Shared by Private Sector/Intergovernmental	R
Donations & Other Funding Source to be Identified	S
EDA Grant	T
Environmental Protection Agency (EPA) Grant	U
Federal Aviation Administration (FAA) Grant	V
Federal FHWA Grant administered by MoDOT	W
Federal Grant Funding	X
Federal STBG Grant - City	Y
Funding Source to be Identified	Z
Greene County	AA
Greene County Road & Bridge Tax	BB
Intergovernmental	CC
Law Enforcement Sales Tax	DD
Missouri Dept of Transportation (MoDOT)	EE
MoDNR Stormwater Grant	FF
Ozarks Transportation Organization	GG
Parks 1/4 Cent Sales Tax, for Storm Water	HH
Parks Operating Funds	II
Private Developer	JJ
Private Developer Agreements	KK
Proceeds generated by the sale of parcels within the Industrial Park	LL
Sanitary Sewer System Retained Earnings	MM
Sidewalk Buyout Funds	NN
Special Assessment Bonds	OO
Springfield Cardinals Capital Maintenance Funds	PP
State Appropriations	QQ

State Revolving Funds (SRF)	RR
State Stormwater Grant	SS
Stormwater Detention Buyout Funds	TT
Watershed Committee	UU

CAPITAL IMPROVEMENT FUNDING POLICIES

In order to accomplish some of the projects in this document, the City will have to look beyond its traditional methods of financing capital projects. Cost-sharing with other governmental agencies, public-private cooperative efforts, special purpose taxes, and modifications to development regulations may be appropriate methods of providing needed capital items. Capital improvement funding policies are designed to serve as a guide in determining the most appropriate method of financing capital improvement projects.

1. Targeted Infrastructure and Neighborhood Projects

The City Council has adopted policies for the application of the Neighborhood Improvement District (NID), Community Improvement District (CID) and for the use of the Tax Increment Finance (TIF) District. When appropriate, consideration should be given to using these financing methods. The City's development regulations require that developers build streets within their development to local or collector standards as determined by the City. City Council passed an ordinance requiring developers to pay into a sidewalk fund whenever it is infeasible to construct sidewalks as required by the Subdivision Regulations. These funds will be aggregated by elementary school district. Consideration should be given to amending City regulations in such a way that if the City builds the street prior to the owner developing the land, the owner will be required to reimburse the City for its cost at the time the property is developed. (The above strategies could be developed in lieu of an impact fee ordinance.)



2. Stormwater Projects

In order to minimize future stormwater problems and to strengthen existing regulations limiting development in sensitive areas the City could issue stormwater bonds to fund critical stormwater capital improvements and consider enacting a sales tax to fund water quality monitoring, stormwater maintenance, and capital improvements.

3. Park Projects

Improvements to existing parks are funded through the parks sales tax, property tax levy, and user fees or charges. Acquisition and development of new parks could be funded through capital improvement or approval of increases in the parks sales tax.

4. Zoo Projects

Improvements are funded by donations by Friends of the Zoo and users of the Zoo, grants, and capital improvement sales tax.



5. Special Facilities

City funding will be considered for Art Museum and Zoo projects and selected other special facilities only when City funds are matched on at least a dollar-for-dollar basis with non-City funding. Provision of the non-City match is a requirement for funding but will not assure funding; the projects will be evaluated in the context of the Capital Improvements Program.

6. General Government Projects

When appropriate, projects that support improvements to the efficiency and effectiveness of City administration and operations should be financed through operating revenue and lease purchase.

7. Intergovernmental Cooperation

When appropriate, the City should cooperate with other governmental agencies to provide community facilities and services.

8. Public/Private Cooperation

When appropriate, the City should use its land and/or administrative resources to support private sector provision of community facilities and services.

9. Special Purpose Taxes

When appropriate, special purpose taxes should be used to fund projects for which there is a link to the revenue source.



10. Property Tax

The level property tax levy, limited to 27 cents, is used for projects that primarily benefit residents of the city, such as fire stations or other community facilities.

11. Basic Infrastructure Needs

The capital improvements sales tax is reserved for basic infrastructure needs.



12. Walkability, Bicycle, and Pedestrian Facilities

Integrate bicycle and pedestrian pathways, including landscaping and lighting, into the design of transportation and stormwater improvement projects.

13. Public Safety, Quality of Place, and Economic Growth

Continued funding to support the Police-Fire Pension and funding to support neighborhood, quality of place, and community initiatives identified by the Forward SGF Comprehensive Plan.

FINANCING INFRASTRUCTURE FOR NEW DEVELOPMENT

A consistent revenue stream should be developed to accommodate future growth of the community, assure that new development pays its share of development costs, and provide the necessary infrastructure to handle current and future development demands. This revenue source should be based on the effect each development has on basic infrastructure, especially streets. Staff should investigate appropriate alternatives and work with the development community in assessing these alternatives.

DEBT MANAGEMENT POLICY

Purpose - The City recognizes the foundation of a well-managed debt program is a comprehensive debt policy. A debt policy is an important tool to insure the appropriate use of the City's resources to meet the commitment to provide services to the community and to maintain sound financial management practices. These policies are guidelines for general use and allow for exceptions in extraordinary circumstances. The primary objectives of this policy are to:



- Demonstrate a commitment to long-term financial planning objectives
- Promote continuity and consistency in the decision-making process
- Provide guidance to decision makers regarding the timing and purposes for which debt may be issued
- Minimize interest expense and cost of issuance
- Maintain the highest credit rating possible

Debt Affordability Analysis - The following factors shall be considered when evaluating debt capacity:

- Statutory and constitutional limitations on the amount of debt that can be issued
- Requirements of bond covenants
- Revenue projections and reliability of revenue sources to repay debt
- Projections of the City's financial performance such as revenues and expenditures, net revenue available for debt service, unreserved fund balance levels
- Measures of debt burden such as net bonded debt per capita, net bonded debt as a percent of assessed value, ratio of debt service to expenditures

Types of Debt - Debt financing shall be used by the City of Springfield to fund infrastructure improvements and acquire capital assets that cannot be acquired from either current revenues or fund balance. Debt financing shall include general obligation bonds, revenue bonds and other obligations permitted under Missouri law. The City will select a financing technique that provides for the lowest total cost consistent with acceptable risk factors and the principles of equity, effectiveness and efficiency.

The City intends to include in the annual operating budget a sufficient amount to fund ongoing maintenance needs and to provide for periodic replacement consistent with the philosophy of maintaining capital facilities and infrastructure to maximize the useful life. The budget document reads "The repayment terms should not exceed the useful life of the improvement".

1. Short Term Borrowing

Short-term obligations such bond anticipation notes (BANS) may be used to finance projects for which the City ultimately plans to issue long-term debt. The BANS will provide interim financing, which will eventually be refunded with the proceeds of the long-term obligations. Interim financing may also be appropriate when long-term interest rates are expected to decline in the future.

2. General Obligation Bonds

Long-term general obligation bonds shall be issued to finance capital improvements for purposes set forth by the voters in bond elections. The City is committed to completing the specific projects approved in a referendum election. In accordance with the City Charter, all general obligation bonds will be sold competitively. The City's full faith and taxing authority are irrevocably pledged to the timely payment of principal and interest of general obligation bonds.



3. Revenue Bonds

Revenue bonds are limited liability obligations. The security for the bond is a pledge of a specific revenue stream. While these obligations are not backed by the City's full faith and credit, the City of Springfield recognizes the moral commitment made to bond holders and the importance of timely principal and interest payments on the City's credit rating.

4. Public Benefit Corporations

The City has two nonprofit public benefit corporations. The corporations issue bonds for City facilities and infrastructure. The bonds are paid solely from lease payments made by the City to the corporations and are not obligations of the City, however, the City recognizes its moral commitment to make timely principal and interest payments. Financing improvements through the public benefit corporations provides the City greater flexibility in implementing the capital improvement program and provides an orderly matching of cash collections with expenditures.

5. Certificates of Participation

The City may use lease purchase transactions such as certificates of participation to finance equipment or facilities. Because this type of financing typically carries a higher rate of interest, the use of certificates of participation will be limited to equipment or facilities that are essential to the operation of general government services.



6. Capital Leasing

Capital leasing is an option for the acquisition of equipment costing less than \$1 million. Whenever a lease is arranged with a private sector entity, a tax-exempt rate shall be sought. Because the interest rate on lease financing can vary widely, the City shall obtain at least two competitive proposals for any major lease financing.

Structural Features

1. Capitalized Interest

Capitalization of interest (using borrowed funds to pay interest on a debt obligation) provides a means of mitigating the immediate impact of new debt until the financed facilities are in full operation. This practice will be limited to interest on debt during construction and the startup period for revenue generating facilities. Capitalized interest will generally be limited to four years or less. However, if there is a large-scale project this period may be adjusted to reflect the needs of the project.

2. Credit Enhancement

Credit enhancements such as bond insurance, letters of credit, and surety bonds guarantee timely payment of principal and interest. The use of credit enhancement results in a higher rating thereby lowering the cost of the debt. Credit enhancement will be used when the net debt service on the bonds is reduced by more than the cost of the credit enhancement.

3. Premiums

The City's bonds may be sold at a discount or a premium in order to market bonds more effectively, achieve interest savings or meet other financing objectives.

4. Refunding of Existing Debt

Periodic reviews of all outstanding debt will be undertaken to determine refunding opportunities. Refunding will be considered when the analysis indicates the potential for present value savings of approximately 5% of the principal being refunded. Refunding will also be considered when there is a need to modify covenants essential to operations and management. The City may choose to refund outstanding indebtedness when existing bond covenants or other financial structures impinge on prudent and sound financial management. Saving requirements for current or advance refunds may be waived by the City Manager upon finding that such a restructuring is in the City's overall best financial interest.

5. Conduit Financings

Conduit financings are securities issued by a government agency to finance a project of a third party such as a non-profit organization or other private entity. The City may sponsor conduit financings for activities such as economic development that have a public purpose and are consistent with the City's overall policy objectives. Unless a compelling public policy rationally exists, such conduit financings will not in any way pledge the City's faith and credit.

Management Practices

1. Bond Counsel

The City will retain outside bond counsel for all debt issues. All obligations issued by the City will include a written opinion as to the legality and tax-exempt status of the any obligation. The City will seek the advice of bond counsel on all other types of financings and any questions involving federal tax issues or arbitrage law.

2. Financial Advisor

The City will retain the services of a financial advisor. The financial advisor will assist on the structuring of the obligations to be issued, inform the City of available options and advise the City on the timing and marketability of the obligations.

3. Investment of Bond Proceeds

Investment of bond proceeds shall be consistent with those authorized by state law and City investment policy. Interest earned on bond proceeds may be used for the financed project.

4. Rating Agency Relations

The City seeks to maintain the highest credit rating possible for all categories of debt that can be obtained without compromising the delivery of basic city services and achievement of City policy objectives. Full disclosure of operations will be made to bond rating agencies. The City staff with the assistance of financial advisors and bond counsel will prepare the necessary materials for presentation to the rating agencies. City staff will maintain open communications with the rating agencies, informing them of major financial events in the City. The Comprehensive Annual Financial Report shall be distributed to the rating agencies after it has been accepted by City Council.

5. Continuing Disclosure

The City is committed to meeting secondary disclosure requirements on a timely and comprehensive basis. Official statements and comprehensive annual financial reports will meet the continuing disclosure standards set by the Municipal Standards Rule Making Board (MSRB), the Government Accounting Standards Board (GASB), the Securities and Exchange Commission (SEC) and Generally Accepted Accounting Practices (GAAP). The Department of Finance shall be responsible for providing ongoing disclosure information to established national repositories and for compliance with disclosure standards set by state and national regulatory bodies.

6. Arbitrage

Federal arbitrage legislation is intended to discourage entities from issuing tax-exempt obligations unnecessarily. In compliance with the spirit of the legislation, the City will issue obligations as close to the time the contracts are expected to be awarded as possible. Because of the complexity of arbitrage rebate regulations and the severity of non-compliance penalties, the Finance Department shall contract for arbitrage rebate services. The City's bond counsel and financial advisor shall review in advance any arbitrage rebate payments and forms sent to the Internal Revenue Service.

Additional information on debt management for governments is available in the Government Finance Officers Association Publications an Elected Officials Guide to Debt Issuance and Debt Issuance and Management— A Guide for Smaller Governments.



CAPITAL IMPROVEMENTS PLAN

The following information and tables represent capital improvement projects and programs recommended be undertaken in the upcoming calendar year (2025) and for the next five succeeding years (2026 – 2030). Capital improvement projects are organized into the following improvement categories:

- Airport Improvements
- Fire Station Improvements
- Municipal Building and Ground Improvements
- Park Improvements (Includes Golf Courses and Zoo)
- Street Improvements
- Sanitary Sewer Improvements
- Solid Waste Improvements
- Stormwater Improvements
- Targeted Neighborhood Programs
- Traffic Management System Improvements
- Walkability, Bicycle, and Safety Improvements

2025 CAPITAL IMPROVEMENTS

The following tables identify capital improvements projects and programs that are recommended be undertaken in 2025. These 154 projects and programs are estimated to cost \$279,181,317 to complete. Each project or program included below has an identified source of funding or they may be dependent on pending funds to be determined during the course of budget preparation. This list represents those projects or programs, which meet City Council's priorities and have received sufficient public support for their inclusion in the upcoming capital budget. Many of these projects include future phases and implementation windows that extend beyond 2025.

Summary of Planned CIP Projects and Programs by Category for 2025

Table CIP-B

Project Category	Number of Projects/Programs	Total Expenditures Proposed for 2025
Airport Improvements	9	\$29,982,074
Fire Station Improvements	3	\$184,000
Municipal Building and Ground Improvements	10	\$52,237,000
Park Improvements (Includes Golf Courses and Zoo)	3	\$14,784,000
Sanitary Sewer Improvements	38	\$37,800,000
Solid Waste Improvements	9	\$18,750,000
Stormwater Improvements	20	\$23,216,896
Street Improvements	32	\$66,391,294
Targeted Infrastructure Improvements	10	\$23,881,417
Traffic Management System Improvements	6	\$2,823,241
Walkability, Bicycle, and Safety Improvements	14	\$9,131,395
Total	154	\$279,181,317

Alphabetic Index of Planned CIP Projects and Programs for 2025

Table CIP-C

	Source		Page
Airport Improvement Projects / Programs	Source	Project #	Page
Airport Fuel Farm Capacity and System Improvements	D	23-0023	29
Cargo Apron Reconstruction	D, V	20-0021	29
Lester Jones Lift Station	D	21-0025	29
Long-term Parking Lot Expansion	D, GG	19-0056	30
North T-Hangar Taxi-lane & Site Preparation	D, V	24-0052	30
Replace Five Passenger Boarding Bridges	D, V	24-0048	32
Short-term Parking Lot Expansion	D	25-0010	33
Terminal Apron Expansion	D, V	21-0030	34
Terminal Flooring Replacement	D	23-0024	35
Fire Station Improvement Projects / Programs	Source	Project #	Page
Fire Station 2 Facility Upgrade	L	18-0044	38
Fire Station 3 Facility Upgrade	L, Z	18-0045	39
Fire Station 9 Facility Upgrade	L, Z	18-0048	40
Municipal Building and Ground Improvement Projects / Programs	Source	Project #	Page
2025-2029 Reforestation and Landscaping Improvements	A	25-0033	43
Animal Control Shelter	H, K, AA	06-0067	43
Art Museum Expansion and Renovation Phase I (AMRN)	F, G, I, RR	17-0141	44
Art Museum Expansion and Renovation Phase II	I, S	19-0051	44
Fueling Site Improvements	L, Z	17-0130	45
Hazelwood Cemetery Office and Maintenance Building	L	24-0020	45
Historic City Hall Renovation Phase II	E, L, K, X	06-0041	46
Missouri Job Center (Workforce Development)	I, K	25-0009	46
Municipal Court Building	L, Z	11-0009	47
Police Headquarters Facility Improvements	K, DD	08-0039	47
Park Improvement Projects / Programs (Includes Golf Courses and Zoo)	Source	Project #	Page
Cooper Soccer and Killian Softball / Cooper Youth Baseball Improvements	F, K, R, II	23-0026	51
R.E. Lee McDaniel / George Moore Park Phase I Development	A, Z, JJ	25-0027	51
Silver Springs Park Pavilion Renovations	E	24-0042	52
Sanitary Sewer Improvement Projects / Programs	Source	Project #	Page
Abbey Lane Trunk Sewer	M	06-0022	57
Capacity and Development Sewer Improvement Program	M	23-0015	57
Copper Mill Trunk Sewer	M	06-0035	58
Environmental Services Operations Facility	M, O	19-0053	58
Hunt Branch Trunk Sewer	M	06-0042	59
James River Lift Station Improvements	M	18-0004	59
Jordan Valley Creek Sewer Improvements	M	19-0061	60
Minor Capacity and Development Sewer Improvements Group 1	M	21-0003	60
Northwest Wastewater Treatment Plant - Plant Facility Improvement	MM	24-0023	61
Northwest Wastewater Treatment Plant - Treatment Technology Improvement	MM, RR	24-0056	62
Old Wire Road Trunk Sewer	M	18-0020	63

Alphabetic Index of Planned CIP Projects and Programs for 2025

Table CIP-C

	Source		Page
Sanitary Sewer District Construction Program – 2005 Bon Authorization and Future	OO	93-0005	64
Sanitary Sewer District Construction Program Funded by Sanitary Sewer Reserves	M	18-0003	64
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 6	M, RR	17-0096	65
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 8	M	24-0013	66
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 9	M, RR	24-0014	66
Sanitary Sewer Overflow Reduction Project - East Chestnut Phase 2: Rockhurst	M	21-0004	67
Sanitary Sewer Overflow Reduction Project - Inman Creek	M	22-0001	68
Sanitary Sewer Overflow Reduction Project - Lower Wilson Parallel Trunk	M	24-0016	69
Sanitary Sewer Overflow Reduction Project - Pea Ridge 03/04	M	18-0033	70
Sanitary Sewer Overflow Reduction Project - System Capacity Improvement Projects	M	19-0039	71
Sanitary Sewer Tax Bill for District 111 of Section 18 (Golden and Turner)	M	25-0001	72
Sanitary Sewer Tax Bill for District 111 of Section 5 (Talmage and Broadway)	M	25-0002	72
Sanitary Sewer Tax Bill for District 19L of Section 1 (Scenic & Catalpa)	M	24-0017	73
Sanitary Sewer Tax Bill for District 222 of Section 16 (Miller and Mt. Vernon)	M	24-0018	73
Sewer Cleaning Optimization Product Implementation	MM	24-0054	73
Shared Cost Sanitary Sewer Construction – Developer Agreements	M, JJ	01-0004	74
Southwest Treatment Plant - Biogas Treatment Expansion	M	21-0011	74
Southwest Treatment Plant - Biosolids Storage Expansion	M	21-0017	75
Southwest Treatment Plant - Disinfection Capacity Expansion	Z	24-0036	76
Southwest Treatment Plant - FOG and RDT Improvements	MM	24-0035	77
Southwest Treatment Plant - Plant 2 Adaptive Inlet Clarifier Modification Pilot	MM	24-0032	79
Southwest Treatment Plant - Plant 2 Gravity Selective Wasting Pilot	MM	24-0033	79
Southwest Treatment Plant - Plant Automation	M	19-0036	80
Southwest Treatment Plant - Wet Weather Treatment Pilot	MM	24-0034	81
Southwest Treatment Plant - Wetlands Pilot	MM	25-0004	81
Southwest Treatment Plant Solids Treatment Improvements	MM	25-0003	81
Wastewater Treatment Plants – Buffer Land Acquisition	M	03-0013	82
Solid Waste Improvement Projects / Programs	Source	Project #	Page
Landfill Buffer and Property Acquisition	O	17-0105	85
Landfill Equipment Storage and Office Improvements	O	17-0098	85
Landfill Expansion Cell 3	RR	19-0020	85
Landfill Expansion Cell 4	O	19-0021	86
Landfill Expansion Cell 5	RR	19-0022	86
Landfill Final Cover System	RR	24-0027	87
Landfill Gas Updates	O, RR	17-0099	87
Leachate Management Improvements	O	13-0030	88
Solid Waste Facility Security Improvement	O	23-0003	89
Stormwater Improvement Projects / Programs	Source	Project #	Page
2019-2024 Stormwater Permit Compliance and Flood Control Projects	A	19-0040	93
Chimney Hills Subdivision Stormwater Improvements	A	23-0013	94
Floodplain Acquisition	A, SS	17-0059	94

Alphabetic Index of Planned CIP Projects and Programs for 2025

Table CIP-C

	Source		Page
Grant Avenue from Norton Road to Woodridge Street Stormwater Improvements	A, L, TT	19-0004	95
Green Infrastructure Projects	M	21-0001	95
Loren St & Karla Ave to Bennett St & Meadowview Ave Stormwater Improvement	A, E	19-0019	96
Metal Pipe Rehabilitation Project from Bradford Lake to Primrose St	A	24-0002	96
Oscar Bloom Golf Course Stream Restoration Phase 1	M, UU	24-0010	97
Renew Jordan Creek Box Culvert Segment Phelps to Boonville	A, E, M	18-0002	97
Renew Jordan Creek Phase I From Main to Boonville	E, L, M, U, FF, RR, SS	18-0043	98
Rockhurst Street - Patterson Avenue to Cedarbrook Avenue	A, E, M	20-0002	98
South Dry Sac Streambank Stabilization	MM	24-0012	99
Stormwater – Miscellaneous Small Projects	TT	98-0004	99
Stormwater Improvements along Kimbrough Ave. and Harrison St. between Cherry and Thomas	A	24-0007	99
Stormwater Improvements along Pickwick Ave and Catalpa St	A	25-0006	100
Stormwater Improvements near Steward Ave and Smith St	A	24-0006	100
Stormwater System Condition Assessment and Replacement	A	18-0038	101
Westgate and Billings Green Infrastructure Improvements	M	25-0007	101
Westport Branch Green Infrastructure and Stormwater Improvements	A, M, U	24-0003	102
Willard Road Stormwater Improvements near Springfield/Branson Regional Airport	A	20-0024	102
Street Improvement Projects / Programs	Source	Project #	Page
2021-2025 Bridge Repair and Replacement	B	20-0005	107
2025 - 2029 Street Stabilization and Major Repaving	A, B, BB	25-0031	107
2025 Federal Pavement Resurfacing Project	Y, BB	25-0032	108
2025-2029 Public/Private Shared Cost and Economic Development	A, B	25-0038	108
Campbell & Walnut Lawn Intersection Improvements - Design & Partial Right-of-Way	B	17-0042	110
Campbell Avenue from Republic to Westview - Design and Partial Right-of-Way	A	19-0031	110
Clifton Avenue from Kearney Street to High Street	A, B, E	23-0006	112
Division/Pythian Railroad Crossing Elimination Concept Design	A, B, J, EE	23-0019	113
Eastgate Extension – Division to LeCompte	B, EE, JJ	23-0014	113
Fremont Avenue from Erie Street to Independence Street	A, B	19-0013	114
Galloway Street - Luster to Lone Pine - Construction	A, EE	18-0026	114
Grand Street Improvements Near Pedestrian Underpass	A, Y	22-0015	115
Grant Avenue Bridge Rehabilitation	B, BB	21-0022	115
Hilton Avenue from Mt. Vernon Street to Walnut Street	A, B, E	23-0007	116
Interstate 44 Improvements from Kansas Expressway to Glenstone Avenue	B, W, Y, AA, EE	25-0046	116
Kansas Avenue between Maplewood Street and Walnut Lawn Street	A, B	19-0014	117
Kansas Expressway and Sunset Street Intersection Improvements	B, Y, EE	17-0083	117
Kansas Expressway and Walnut Lawn Intersection Improvements	B, Y, EE	17-0084	118
LeCompte Road Widening and Trail Improvements	B, T, EE, KK, QQ	19-0059	119

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Metro/Safety Signs and Markings	A	25-0037	120
National Avenue - Battlefield to Walnut Lawn	B	20-0001	120
National Avenue and Sunset Street Intersection Improvements	A	19-0015	121
Nichols Street from Dickerson Avenue to Hutchinson Avenue	A, B, E	23-0008	121
Pacific Street from Colgate Avenue to Golden Avenue	A, B, E, M	23-0009	122
Scenic Avenue Bridge over Wilson Creek	A, B	18-0007	122
Scenic Avenue from Catalpa Street to Sunshine Street	A, B, E, M	23-0010	123
Scenic Avenue from Olive Street to Catalpa Street	A, B, E, M	23-0011	123
Sunshine Corridor Study	B	25-0012	124
Sunshine Street Improvements from Glenstone Avenue to Blackman Road	A, W, Y, EE	25-0045	124
US65 and Evans Road Interchange Signal and Lighting Improvements	B, EE	25-0044	125
Walnut Street Bridge over Jordan Creek	A, W	19-0017	125
Targeted Infrastructure Improvement Projects / Programs	Source	Project #	Page
2019-2024 Minor Neighborhood Improvements	A	19-0045	128
2019-2024 Neighborhood Initiative Program	A	19-0043	128
2025-2028 Minor Neighborhood Improvements (Pothole)	A	25-0039	129
Commercial Street Public Improvements	Q	21-0033	130
Fleet Management Software Upgrade	N	24-0055	130
Grant Avenue Connect Parkway	A, B, P, X	19-0023	131
Hammons Field Improvements	PP, QQ	25-0005	131
Jefferson Avenue Footbridge	A, B, I, S	17-0082	132
Partnership Industrial Center West Development	LL	00-0016	132
RAISE - Ungap the Map	X	25-0011	133
Traffic Management System Improvement Projects / Programs	Source	Project #	Page
2021-2025 Railroad Safety Improvements	B	22-0011	136
2021-2025 Turn Lane and Safety Improvements	B	22-0012	136
2025-2029 Traffic Signal and Traffic Calming Program	A	25-0030	137
Railroad Safety Improvements	B	18-0019	138
Traffic Signal Replacements (Various Locations)	B, Y	22-0009	139
Transportation Management System Improvements	B, Y	24-0029	139
Walkability, Bicycle, and Safety Improvement Projects / Programs	Source	Project #	Page
2021-2025 ADA Sidewalk Improvements	B	22-0006	142
2021-2025 Sidewalk Connections and Other Transit Improvements	B	22-0004	142
2021-2025 Trail Improvements	B	22-0005	142
2025-2029 Sidewalk/Curb/Gutter and Ramp Construction	A	25-0034	143
Chadwick Flyer Trail - Kissick Avenue to Sunshine	B, E	22-0002	143
Fulbright Spring Greenway Trail - Lost Hill Park Pedestrian Bridge	X, II	24-0043	144
Jordan Creek Greenway Trail - Sherman Pkwy	B, W	24-0040	144
Jordan Creek Greenway Trail -Smith Park	B, W	24-0041	144

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Kansas Expressway Sidewalks I-44 to James River Freeway	A, B, Y, EE, NN	22-0013	145
Mt. Vernon and Miller Sidewalks	B, W	24-0021	145
South Creek Greenway Trail - FF Gap Completion	R	24-0045	146
South Creek Greenway Trail - Fremont to Glenstone	B, W	24-0039	146
South Creek Trail	B, W, Z	24-0022	147
South Creek Trail - Glenstone Crossing	A, W, EE	25-0028	147

2026 – 2030 CAPITAL IMPROVEMENTS

The following is a list of capital improvements are recommended for future funding within the next 5 subsequent years, from 2026 to 2030. These 130 projects are estimated to cost \$451,804,655 over the course of five years. Some of these projects will appear in multiple lists and span multiple years. These projects have an identified or recommended funding source. Funding for others will be determined or identified during the course of future budget preparation.

Summary of Planned CIP Projects and Programs by Category for 2026 – 2030

Table CIP-D

Project Category	Number of Projects/Programs	Total Expenditures Proposed for 2026-2030
Airport Improvements	10	\$54,788,312
Fire Stations Improvements	6	\$8,992,200
Municipal Building & Ground Improvements	8	\$28,857,886
Park Improvements (Includes Golf Courses and Zoo)	1	\$450,000
Sanitary Sewer Improvements	39	\$138,500,000
Solid Waste Improvements	11	\$23,150,000
Stormwater Improvements	15	\$43,150,762
Street Improvements	25	\$115,649,333
Targeted Infrastructure Improvements	5	\$26,790,562
Traffic Management System Improvements	5	\$3,735,000
Walkability, Bicycle, and Safety Improvements	5	\$7,740,600
Total	130	\$451,804,655

Alphabetic Index of Planned CIP Projects and Programs for 2026 – 2030

Table CIP-E

	Source		Page
Airport Improvement Projects / Programs	Source	Project #	Page
North T-Hangar Taxilane & Site Preparation	D, V	24-0052	30
Reconstruct General Aviation Apron	D, V	23-0025	31
Reconstruction of Taxiway November and Sierra from Runway 14-32	D, V	21-0029	31
Replace Fencing	D, V	13-0007	31
Replace Five Passenger Boarding Bridges	D, V	24-0048	32
Replace Runway 2-20 Lighting System	D, V	17-0159	32
Runway 32 RSA, OFA and Approach Grading Improvements	D, V	17-0152	32
Taxiway Alpha and Papa Direct Access Mitigation at Taxiway November	D, V	17-0154	33
Taxiway November and Delta Intersection Reconstruction	D, V	21-0028	34
Taxiway Romeo Reconstruction	D, V	21-0032	34
Fire Station Improvement Projects / Programs	Source	Project #	Page
Fire Station 11 Facility Upgrade	L	18-0050	38
Fire Station 2 Facility Upgrade	L	18-0044	38
Fire Station 3 Facility Upgrade	L, Z	18-0045	39
Fire Station 5 Facility Upgrade	K, L	18-0046	39
Fire Station 9 Facility Upgrade	L, Z	18-0048	40
New Fire Station 14 - West Chestnut Expressway	L	06-0004	40
Municipal Building and Ground Improvement Projects / Programs	Source	Project #	Page
2025-2029 Reforestation and Landscaping Improvements	A	25-0033	43
Animal Control Shelter	H, K, AA	06-0067	43
Art Museum Expansion and Renovation Phase II	I, S	19-0051	44
Fueling Site Improvements	L, Z	17-0130	45
Hazelwood Cemetery Office and Maintenance Building	L	24-0020	45
Historic City Hall Renovation Phase II	E, K, L, X	06-0041	46
Police Headquarters Facility Improvements	K, DD	08-0039	47
Public Grounds Operations Maintenance Building	L	18-0011	48
Park Improvement Projects / Programs (Includes Golf Courses and Zoo)	Source	Project #	Page
Ward Branch Greenway Trail - Fremont Extension	CC	24-0044	52
Sanitary Sewer Improvement Projects / Programs	Source	Project #	Page
Capacity and Development Sewer Improvement Program	M	23-0015	57
Copper Mill Trunk Sewer	M	06-0035	58
Environmental Services Operations Facility	M, O	19-0053	58
Northwest Treatment Plant - Clarifier Launder Covers	M	20-0013	61
Northwest Treatment Plant - Facility Improvements and Rehabilitation Projects	M	20-0014	61
Northwest Wastewater Treatment Plant - Plant Facility Improvement	MM	24-0023	61
Northwest Wastewater Treatment Plant - Treatment Technology Improvement	MM, RR	24-0056	62
Northwest Wastewater Treatment Plant Upgrades and Renovations	M	24-0024	62
Rountree Lift Station Wet Well Expansion	M	21-0014	63
Sanitary Sewer District Construction Program Funded by Sanitary Sewer Reserves	M	18-0003	64
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 10	M	24-0015	65
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 9	M, RR	24-0014	66
Sanitary Sewer Overflow Reduction Project - Collection System Automation Controls	M	21-0006	67
Sanitary Sewer Overflow Reduction Project - Fassnight Creek Parallel Trunk	M	21-0007	68
Sanitary Sewer Overflow Reduction Project - James River Lift Station Pipe Cleaning	M	18-0039	69
Sanitary Sewer Overflow Reduction Project - Lower Wilson Parallel Trunk	M	24-0016	69

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Sanitary Sewer Overflow Reduction Project - Smith Park Phase 2	M	21-0008	70
Sanitary Sewer Overflow Reduction Project - South Creek Parallel Trunk	M	21-0005	71
Sanitary Sewer Overflow Reduction Project - System Capacity Improvement Projects	M	19-0039	71
Sanitary Sewer Tax Bill for District 111 of Section 18 (Golden and Turner)	M	25-0001	72
Sanitary Sewer Tax Bill for District 111 of Section 5 (Talmage and Broadway)	M	25-0002	72
Sanitary Sewer Tax Bill for District 222 of Section 16 (Miller and Mt. Vernon)	M	24-0018	73
Shared Cost Sanitary Sewer Construction – Developer Agreements	M, JJ	01-0004	74
Southwest Treatment Plant - Biogas Conversion to Renewable Natural Gas	M	21-0016	74
Southwest Treatment Plant - Biosolids Composting	M	21-0012	75
Southwest Treatment Plant - Clarifier Launder Covers	M	17-0114	75
Southwest Treatment Plant - Cryogenic Plant Improvements	M	17-0107	76
Southwest Treatment Plant - Disinfection Capacity Expansion	Z	24-0036	76
Southwest Treatment Plant - Equipment Storage Building	M	17-0115	77
Southwest Treatment Plant - Fueling Station Replacement	M	19-0032	77
Southwest Treatment Plant - Headworks Renewal and Improvements	Z	18-0005	78
Southwest Treatment Plant - Pad Resurfacing	M	23-0005	78
Southwest Treatment Plant - Plant # 1 Denitrification Filter Retrofit with Cloth Media	M	19-0034	78
Southwest Treatment Plant - Plant 2 Filter Capacity Expansion	M	21-0015	79
Southwest Treatment Plant - Plant 2 Gravity Selective Wasting Pilot	MM	24-0033	79
Southwest Treatment Plant - Plant Automation	M	19-0036	80
Southwest Treatment Plant - Plant Facility Improvement	M	06-0061	80
Southwest Treatment Plant - Sustainability/Energy Reduction Improvements	M	17-0174	80
Wastewater Treatment Plants – Buffer Land Acquisition	M	03-0013	82
Solid Waste Improvement Projects / Programs	Source	Project #	Page
Landfill Buffer and Property Acquisition	O	17-0105	85
Landfill Expansion Cell 3	RR	19-0020	85
Landfill Expansion Cell 4	O	19-0021	86
Landfill Expansion Cell 5	RR	19-0022	86
Landfill Expansion Cell 6	O	23-0002	86
Landfill Final Cover System	RR	24-0027	87
Landfill Gas Updates	O, RR	17-0099	87
Landfill Learning Lab	O	20-0018	88
Leachate Management Improvements	O	13-0030	88
Solid Waste Facilities Paving	O	17-0103	89
Solid Waste Facility Security Improvement	O	23-0003	89
Stormwater Improvement Projects / Programs	Source	Project #	Page
Blaine Detention Basin Green Infrastructure Improvements	M	25-0008	93
Chimney Hills Subdivision Stormwater Improvements	A	23-0013	94
Floodplain Acquisition	A, SS	17-0059	94
Green Infrastructure Projects	M	21-0001	95
Oscar Bloom Golf Course Stream Restoration Phase 1	M, UU	24-0010	97
Renew Jordan Creek Box Culvert Segment Phelps to Boonville	A, E, M	18-0002	97
Renew Jordan Creek Phase I From Main to Boonville	E, L, M, U, FF, RR, SS	18-0043	98
Stormwater Improvements – Miscellaneous Small Projects	TT	98-0004	99
Stormwater Improvements along Kimbrough Ave. & Harrison St. between Cherry & Thomas	A	24-0007	99

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Stormwater Improvements along Tampa St. between Main and Campbell	A	24-0001	100
Stormwater Improvements near Stewart Ave. and Smith St.	A	24-0006	100
Westgate and Billings Green Infrastructure Improvements	M	25-0007	101
Westport Branch Green Infrastructure and Stormwater Improvements	A,M, U	24-0003	102
Willard Road Stormwater Improvements near Springfield/Branson Regional Airport	A	20-0024	102
Street Improvement Projects / Programs	Source	Project #	Page
2025 - 2029 Street Stabilization and Major Repaving	A, B, BB	25-0031	107
2025-2029 Public/Private Shared Cost and Economic Development	A, B	25-0038	108
2028-2032 1/4-cent Capital Improvement Sales Tax Program	A	25-0018	109
2029-2033 1/8-cent Transportation Sales Tax Program	B	25-0020	109
Campbell and Walnut Lawn Intersection Improvements - Construction	B	18-0027	110
Central Street Phase 2 - Grant to Clay - Design and Partial Right-of-Way	A	17-0043	111
Cherry Street Safety Improvements- Weller Avenue to Kentwood Avenue	B, X	22-0003	111
Division - Glenstone to US65	B	25-0013	112
Fremont Avenue from Erie Street to Independence Street	A, B	19-0013	114
Grand Street Improvements Near Pedestrian Underpass	A, Y	22-0015	115
Hilton Avenue from Mt. Vernon Street to Walnut Street	A, B, E	23-0007	116
Interstate 44 Improvements from Kansas Expressway to Glenstone Avenue	B, W, Y, AA, EE	25-0046	116
Kansas Avenue between Maplewood Street and Walnut Lawn Street	A, B	19-0014	117
Kansas Expressway Improvements from Bennett Street to South of Sunshine Street	B, Y, EE	22-0016	118
Main Avenue Bridge over Jordan Creek	B, Y	17-0165	119
Metro/Safety Signs and Markings	A	25-0037	120
National Avenue - Battlefield to Walnut Lawn	B	20-0001	120
National Avenue and Sunset Street Intersection Improvements	A	19-0015	121
Pacific Street from Colgate Avenue to Golden Avenue	A, B, E, M	23-0009	122
Scenic Avenue Bridge over Wilson Creek	A, B	18-0007	122
Scenic Avenue from Catalpa Street to Sunshine Street	A, B, E, M	23-0010	123
Scenic Avenue from Olive Street to Catalpa Street	A, B, E, M	23-0011	123
Sunshine Corridor Study	B	25-0012	124
Sunshine Street Improvements from Glenstone Avenue to Blackman Road	A, W, Y, EE	25-0045	124
US65 and Evans Road Interchange Signal and Lighting Improvements	B, EE	25-0044	125
Targeted Infrastructure Improvement Projects / Programs	Source	Project #	Page
2025-2028 Minor Neighborhood Improvements (Pothole)	A	25-0039	129
2025-2029 Neighborhood Initiative Program	A	25-0035	129
Commercial Street Public Improvements	Q	21-0033	130
Partnership Industrial Center West Development	LL	00-0016	132
RAISE - Ungap the Map	X	25-0011	133
Traffic Management System Improvement Projects / Programs	Source	Project #	Page
2021-2025 Turn Lane and Safety Improvements	B	22-0012	136
2025-2029 Intelligent Transportation Systems (ITS) and Signal System Improvements	B	25-0029	137
2025-2029 Traffic Signal and Traffic Calming Program	A	25-0030	137
2026-2029 Turn Lane and Safety Improvements	B	25-0042	138
Traffic Signal Replacements (Various Locations)	B, Y	22-0009	139

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Source Page

Walkability, Bicycle, and Safety Improvement Projects / Programs	Source	Project #	Page
2025-2029 Sidewalk/Curb/Gutter and Ramp Construction	A	25-0034	143
Chadwick Flyer Trail - Kissick Avenue to Sunshine	B, E	22-0002	143
South Creek Greenway Trail - Fremont to Glenstone	B, W	24-0039	146
South Creek Greenway Trail Connection - National to Fremont	B	22-0007	146
South Creek Trail - Glenstone Crossing	A, W, EE	25-0028	147



AIRPORT

Improvements

2025 Capital Improvements Program

Projects included in this category of the Capital Improvements Program are primarily focused on airfield needs and growth projections. The Airport works closely with our outside engineering and consulting firms to draft our long-term Capital Improvement Program as required to be submitted to the Federal Aviation Administration (FAA). Airport projects are based on infrastructure needs, maintenance needs, and passenger growth predictions. The majority of projects listed will be based on FAA grant funding availability, therefore, if FAA monies are not available the airport will fund with capital reserve funds, and timing of projects may take longer to complete than noted.



Capital Improvements Program

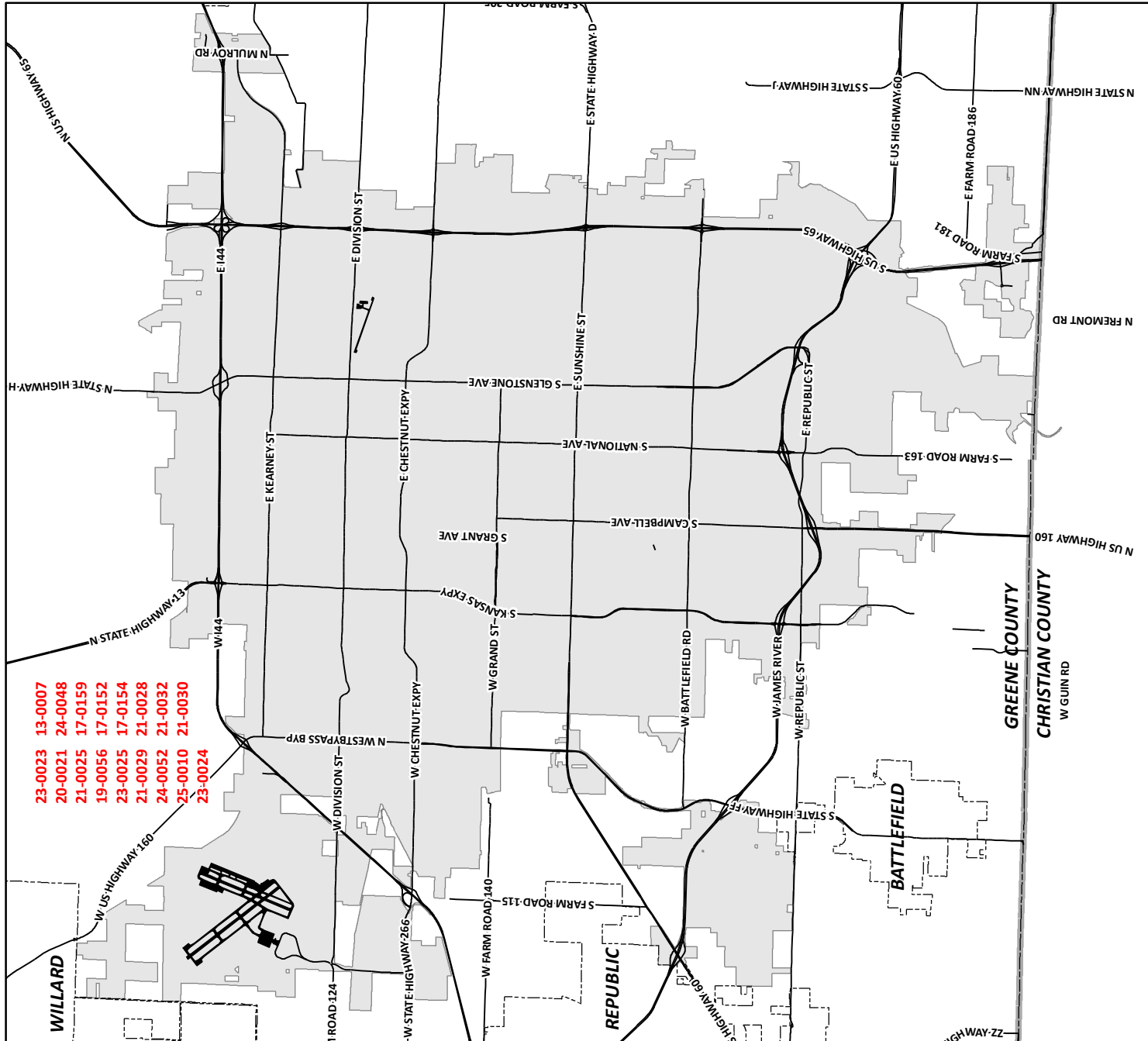
2025 - 2030

Airport Improvements

- 23-0023 Airport Fuel Farm Capacity and System Improvements
- 20-0021 Cargo Apron Reconstruction
- 21-0025 Lester Jones Lift Station
- 19-0056 Long-term Parking Lot Expansion
- 23-0025 Reconstruct General Aviation Apron
- 21-0029 Reconstruction of Taxiway November and Sierra from Runway 14-32
- 13-0007 Replace Fencing
- 24-0048 Replace Five Passenger Boarding Bridges
- 17-0159 Replace Runway 2-20 Lighting System
- 17-0152 Runway 32 RSA, OFA and Approach Grading Improvements
- 17-0154 Taxiway Alpha and Papa Direct Access Mitigation at Taxiway November
- 21-0028 Taxiway November and Delta Intersection Reconstruction
- 21-0032 Taxiway Romeo Reconstruction
- 21-0030 Terminal Apron Expansion
- 23-0024 Terminal Flooring Replacement
- 24-0052 North T-Hanger Taxilane & Site Preparation
- 25-0010 Short-term Parking Lot Expansion



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Airport Improvements

Airport Fuel Farm Capacity and System Improvements

Project Number: **23-0023**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$900,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 900,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will increase the Midfield Fuel Farm capacity by adding a 30,000 gallon jet fuel tank. Applicable upgrades to fueling systems and software would be implemented during the project.

Proposed Funding Sources:

Airport Reserves \$ 900,000

Comments:

There are no estimated project expenses through 2024.

Council Priorities: Quality of Place, Fiscal Sustainability

Cargo Apron Reconstruction

Project Number: **20-0021**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$4,992,074

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 4,992,074	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Reconstruction of the center portion of the current cargo apron due to age and pavement condition.

Proposed Funding Sources:

Airport Reserves \$ 499,208

Federal Aviation Administration (FAA) Grant \$ 4,492,866

Comments:

Project expenditures are estimated at \$2,150,000 through 2024.

Council Priorities: Quality of Place

Lester Jones Lift Station

Project Number: **21-0025**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$890,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 890,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

To replace the current lift station on Lester Jones Ave. with a gravity flow system.

Proposed Funding Sources:

Airport Reserves \$ 890,000

Comments:

Project expenditures are estimated at \$515,000 through 2024.

Council Priorities: Quality of Place, Economic Vitality, Fiscal Sustainability

Airport Improvements

Long-term Parking Lot Expansion

Project Number: 19-0056

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$300,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is to expand the long-term parking lot, south of the current long-term lot, upgrade lighting, and provide electric vehicle charging capabilities for paid public parking.

Proposed Funding Sources:

Airport Reserves	\$ 60,000
Ozarks Transportation Organization	\$ 240,000

Comments:

Project expenditures are estimated at \$4,060,000 through 2024. Phase I was completed in 2020, however, due to the COVID-19 pandemic, Phase II was put on hold. Funds appropriated for Phase II were used for mill and overlay of original parking areas and drive lanes, to replace current parking and roadway lights with LED, and improve signs. Final project upgrades will be made to add electric vehicle charging stations in the paid public parking lots.

Council Priorities: Quality of Place, Quality of Place

North T-Hangar Taxilane & Site Preparation

Project Number: 24-0052

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$7,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 1,600,000	\$ 5,300,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will prepare green space north of current T-hangar facilities to allow for future general aviation expansion. The added infrastructure would allow for future development of T-hangar facilities by the Airport or a developer to meet the demand from the general aviation community. If no developer funding is identified then federal funding will be used construct hangar facilities.

Proposed Funding Sources:

Airport Reserves	\$ 700,000
Federal Aviation Administration (FAA) Grant	\$ 6,300,000

Comments:

There are no estimated project expenses through 2024. Potential funding could come from state transportation grants, federal grants, or private developers.

Council Priorities: Quality of Place, Economic Vitality

Airport Improvements

Reconstruct General Aviation Apron

Project Number: 23-0025

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$3,900,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 3,600,000	\$ 0	\$ 0

Project Description:

This project includes the reconstruction of the General Aviation apron east of Taxiway November between Taxiway Charlie and Taxiway Tango.

Proposed Funding Sources:

Airport Reserves	\$ 390,000
Federal Aviation Administration (FAA) Grant	\$ 3,510,000

Comments:

There were no estimated project expenditures through 2024.

Council Priorities: Quality of Place

Reconstruction of Taxiway November and Sierra from Runway 14-32

Project Number: 21-0029

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$14,015,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 965,000	\$ 13,050,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and reconstruction of Taxiway November between Taxiway Sierra and the outside of the Runway 14-32 safety area, and reconstruction of Taxiway Sierra between Runway 2-20 and the outside of the Runway 14-32 safety area.

Proposed Funding Sources:

Federal Aviation Administration (FAA) Grant	\$ 12,613,500
Airport Reserves	\$ 1,401,500

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place

Replace Fencing

Project Number: 13-0007

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$327,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 327,000	\$ 0

Project Description:

Replacement of approximately 3,500 feet of 6-foot fence with 8-foot fence and three strands of barbed wire.

Proposed Funding Sources:

Federal Aviation Administration (FAA) Grant	\$ 294,300
Airport Reserves	\$ 32,700

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place, Public Safety

Airport Improvements

Replace Five Passenger Boarding Bridges

Project Number: **24-0048**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$7,536,312

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 6,000,000	\$ 1,536,312	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

When the Roy Blunt Terminal was constructed, five passenger boarding bridges were relocated from the old terminal building for the new ten gate terminal. The five older bridges have reached the end of their useful life and replacement with new bridges will reduce ongoing maintenance and rehabilitation costs.

Proposed Funding Sources:

Airport Reserves	\$ 482,294
Federal Aviation Administration (FAA) Grant	\$ 7,054,018

Comments:

Project expenditures are estimated at \$150,000 through 2024.

Council Priorities: Quality of Place, Fiscal Sustainability

Replace Runway 2-20 Lighting System

Project Number: **17-0159**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$1,790,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,790,000	\$ 0

Project Description:

This project will make LED upgrades during the replacement of the Runway 2-20 edge lighting system, including lighting and signage.

Proposed Funding Sources:

Airport Reserves	\$ 179,000
Federal Aviation Administration (FAA) Grant	\$ 1,611,000

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place

Runway 32 RSA, OFA and Approach Grading Improvements

Project Number: **17-0152**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$2,900,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 2,600,000	\$ 0	\$ 0

Project Description:

The current Extended Runway Safety Area, Object Free Area and Runway Approach require grading. The current grading impedes the 20:1 surface and requires the removal of embankment. The RNAV GPS for Runway 32 at night is not available because of the 20:1 surface penetration. FAA guidance mandates all 20:1 penetrations to be mitigated.

Proposed Funding Sources:

Airport Reserves	\$ 290,000
Federal Aviation Administration (FAA) Grant	\$ 2,610,000

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place, Public Safety

Airport Improvements

Short-term Parking Lot Expansion

Project Number: **25-0010**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is to expand the short-term parking lot for paid public parking at the Roy Blunt Terminal building.

Proposed Funding Sources:

Airport Reserves \$ 3,000,000

Comments:

There are no estimated project expenses through 2024. During the Airport Master Plan process it was identified that there is an immediate need for 807 additional parking spaces located within an unassisted walking distance of 800 feet of a terminal building entrance. Projections over the 20-year planning period showed a future need of 1,725 additional parking spots. The expansion of short-term parking lot will meet a portion of the the immediate parking demands by adding over 300 additional parking spaces near terminal entrances.

Council Priorities: Quality of Place, Fiscal Sustainability

Taxiway Alpha and Papa Direct Access Mitigation at Taxiway November

Project Number: **17-0154**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$3,160,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 2,860,000	\$ 0	\$ 0

Project Description:

This project includes the removal of Taxiways Alpha and Papa east of Taxiway November correcting the existing direct access from the apron to Runway 2-20 via Taxiway Alpha and from the T-hangar complex to the runway via Taxiway Papa. A taxiway parallel to Taxiway November will be constructed to connect the General Aviation apron to Taxiway Papa and a singular connecting taxiway will replace Taxiways Alpha and Papa in this area to provide access to Taxiway November.

Proposed Funding Sources:

Airport Reserves \$ 316,000
Federal Aviation Administration (FAA) Grant \$ 2,844,000

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place, Public Safety

Airport Improvements

Taxiway November and Delta Intersection Reconstruction

Project Number: **21-0028**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$18,630,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 1,340,000	\$ 17,290,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Taxiway November reconstruction within Runway 14-32 safety area and south of Taxiway Delta; Taxiway Delta reconstruction north of Runway 14-32 safety area to Taxiway November; Taxiway November reconstruction north of Taxiway Delta to Taxiway Charlie; Taxiway Sierra and Delta reconstruction within Runway 14-32 safety area; Runway 14-32 joint sealant replacement and rehabilitation.

Proposed Funding Sources:

Federal Aviation Administration (FAA) Grant	\$ 16,767,000
Airport Reserves	\$ 1,863,000

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place

Taxiway Romeo Reconstruction

Project Number: **21-0032**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$1,630,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 200,000	\$ 1,430,000	\$ 0	\$ 0	\$ 0

Project Description:

This project includes the reconstruction of Taxiway Romeo at Taxiway November due to age and pavement condition.

Proposed Funding Sources:

Federal Aviation Administration (FAA) Grant	\$ 1,467,000
Airport Reserves	\$ 163,000

Comments:

There are no estimated project expenditures through 2024.

Council Priorities: Quality of Place

Terminal Apron Expansion

Project Number: **21-0030**

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$9,900,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 9,900,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project includes the expansion of the Terminal Apron to the north.

Proposed Funding Sources:

Federal Aviation Administration (FAA) Grant	\$ 8,910,000
Airport Reserves	\$ 990,000

Comments:

Project expenditures are estimated at \$100,000 through 2024.

Council Priorities: Quality of Place

Airport Improvements

Terminal Flooring Replacement

Project Number: 23-0024

Department: Airport

Total Project Cost Including Past and Future Spending Plan: \$3,900,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 3,900,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will make improvements to flooring types throughout the terminal to better meet the needs of passengers. The new materials will help improve safety and reduce maintenance cost.

Proposed Funding Sources:

Airport Reserves \$ 3,900,000

Comments:

Project expenditures are estimated at \$100,000 through 2024.

Council Priorities: Quality of Place, Fiscal Sustainability



FIRE STATION Improvements

2025 Capital Improvements Program

Projects and programs included in this category of the Capital Improvements Program align with those included in the Fire Department Facilities Master Plan, and facility improvement projects outlined within the level property tax project list. These projects are inclusive of the replacement of existing fire stations and addition of new stations to meet the demand for service in our community, all identified through and supported by the level property tax. Capital projects targeted for the Fire Department can include new stations, needed replacement of existing stations, and facility and infrastructure sustainment needs. The Fire Department works hand in hand with the Public Works Facilities team for program management of all city facility projects.



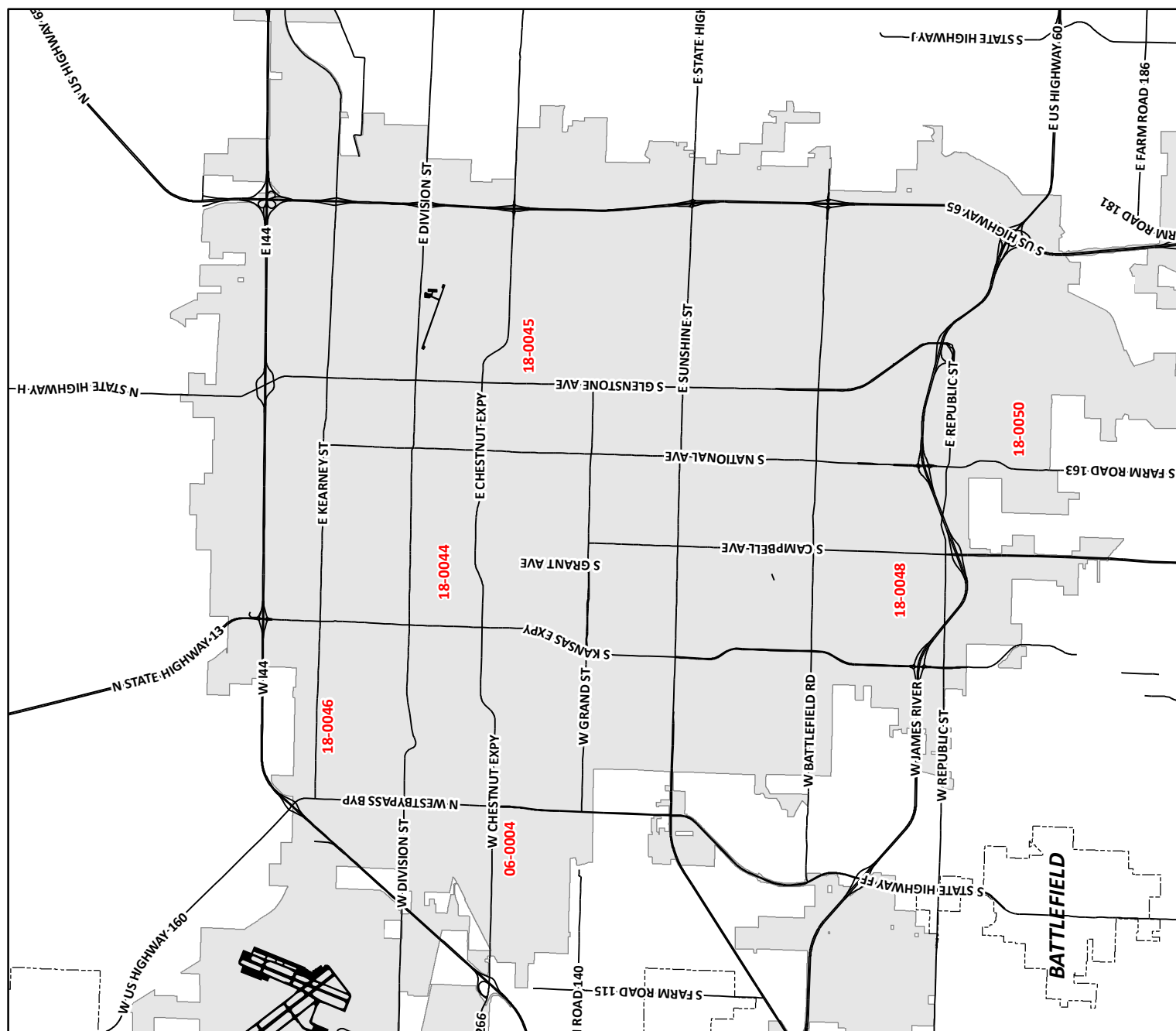
2025 - 2030

Fire Station Improvements

18-0044	Fire Station 2 Facility Upgrade
18-0045	Fire Station 3 Facility Upgrade
18-0046	Fire Station 5 Facility Upgrade
18-0048	Fire Station 9 Facility Upgrade
18-0050	Fire Station 11 Facility Upgrade
06-0004	New Fire Station 14 - West Chestnut Expressway



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Fire Station Improvements

Fire Station 11 Facility Upgrade

Project Number: 18-0050

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$430,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 80,000	\$ 350,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Phase one scope of work for this project is to replace only the composite shingled roof. Phase two scope of work for this project includes facility upgrades such as replacement of the flat roof, plinth block repairs, and mechanical upgrades.

Proposed Funding Sources:

Level Property Tax \$ 430,000

Comments:

Project expenditures are estimated at \$33,500 through 2024. This project has been included in the Capital Improvements Program since 2018. Level Property Tax funding of \$360,000 is subject to City Council approval and may include bonding.

Council Priorities: Public Safety

Fire Station 2 Facility Upgrade

Project Number: 18-0044

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$696,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 60,000	\$ 200,000	\$ 436,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is a two-phased project. The first phase scope of work includes roof replacement. The second phase scope of work includes window replacement, site improvements, separate restroom/shower facilities, turnout gear extractor, fitness area and parking lot repairs.

Proposed Funding Sources:

Level Property Tax \$ 696,000

Comments:

Project expenditures are estimated at \$365,500 through 2024. The Phase 1 Roof Replacement is complete. The remaining scope of work is proposed to be completed simultaneously to limit the down time for the Fire Station and to phase the facility improvements resulting in economic efficiency; however, the demolition of the existing underground fuel tanks and the estimated cost is included in the Fueling Site Improvements project (CIP Project Number: 17-0130). This project has been included in the Capital Improvements Program since 2018. Level Property Tax funding is subject to City Council approval and may include bonding.

Council Priorities: Public Safety

Fire Station Improvements

Fire Station 3 Facility Upgrade

Project Number: **18-0045**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$864,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 64,000	\$ 800,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project includes multiple facility upgrades such as window replacement, mechanical upgrades, electrical upgrades including panel capacity upgrade and the installation of emergency generator and transfer switch, separate Men/Women restroom/shower facilities, turnout gear extractor, fitness workout area, basement lighting, overhead doors and parking lot repairs including concrete stabilization (in asphalt) and striping. The project may also include construction of separate bunk rooms, depending on available funding.

Proposed Funding Sources:

Level Property Tax	\$ 614,000
Funding Source to be Identified	\$ 250,000

Comments:

There are no project expenditures through 2024. The identified scope of work is proposed to be completed simultaneously to limit the down time for the Fire Station and to phase the facility improvements resulting in economic efficiency. This project has been included in the Capital Improvements Program since 2018. This project is included in Level Property Tax Bond 2.

Council Priorities: Public Safety

Fire Station 5 Facility Upgrade

Project Number: **18-0046**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$734,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 250,000	\$ 484,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Phase one of this project, completed in 2022, included replacement of the composite shingled roof. Phase two includes multiple facility upgrades such as low sloped roof replacement, plinth block repairs, HVAC replacement, concrete apron repairs, and fitness workout area. Fueling Station installation will be done at this location to provide access to fuel for Fire, Police, and Public Works vehicles and equipment; however, the costing and funding is included in the project, Fueling Site Improvements project (CIP Project Number: 17-0130).

Proposed Funding Sources:

Level Property Tax	\$ 314,000
General Fund	\$ 420,000

Comments:

Project expenditures for phase one are estimated at \$35,000 through 2024. Phase two is proposed to be completed simultaneously with fueling station upgrades to limit the down time for the Fire Station and to phase the facility improvements resulting in economic efficiency; however, installation of a new fueling station with above ground fueling tanks estimated cost is included in the Fueling Site Improvements project (CIP Project Number: 17-0130). This project has been included in the Capital Improvements Program since 2018. Level Property Tax funding is subject to City Council approval and may include bonding.

Council Priorities: Public Safety

Fire Station Improvements

Fire Station 9 Facility Upgrade

Project Number: **18-0048**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,053,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 60,000	\$ 400,000	\$ 593,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is a two-phase project. The first phase scope of work includes roof replacement. The second phase includes mechanical upgrades, electrical upgrades (panel capacity improvement, emergency generator and transfer switch), separate men and women restroom/shower facilities, turnout gear extractor, fitness area and parking lot repairs such as concrete stabilization, milling, overlay, and striping. The project may also include separate bunk rooms, depending on available funding.

Proposed Funding Sources:

Level Property Tax	\$ 753,000
Funding Source to be Identified	\$ 300,000

Comments:

Project expenditures are estimated at \$232,000 through 2024. Phase 1 Roof Replacement is complete. The remaining scope of work is proposed to be completed simultaneously to limit the down time for the Fire Station and to phase the facility improvements resulting in economic efficiency. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Public Safety

New Fire Station 14 - West Chestnut Expressway

Project Number: **06-0004**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$5,399,200

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 235,000	\$ 2,500,000	\$ 2,664,200	\$ 0	\$ 0	\$ 0

Project Description:

Land has been acquired and funded by the 1/4-cent Capital Improvement Sales Tax. Phase I of this project included professional design services for schematic design only. Phase II of this project will include the full design services, construction of the new facility and procurement of station equipment, furnishings as well as staffing the new Fire Station. This project is included as a part of the Level Property Tax project list as approved by voters in November, 2017. Preliminary design work will be completed as a part of the Fire Department Facilities Master Plan for facilities in preparation for construction in 2026.

Proposed Funding Sources:

Level Property Tax	\$ 5,399,200
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Comments:

Project expenditures are estimated at \$483,500 through 2024, including \$45,146 for Phase I schematic design. Proposed funding for Phase II of this project is Level Property Tax, Bond 3. This project was identified as a high capital priority during the fire department's accreditation process. This project has been included in the Capital Improvements Program since 2006. Level Property Tax funding is subject to City Council approval

Council Priorities: Public Safety

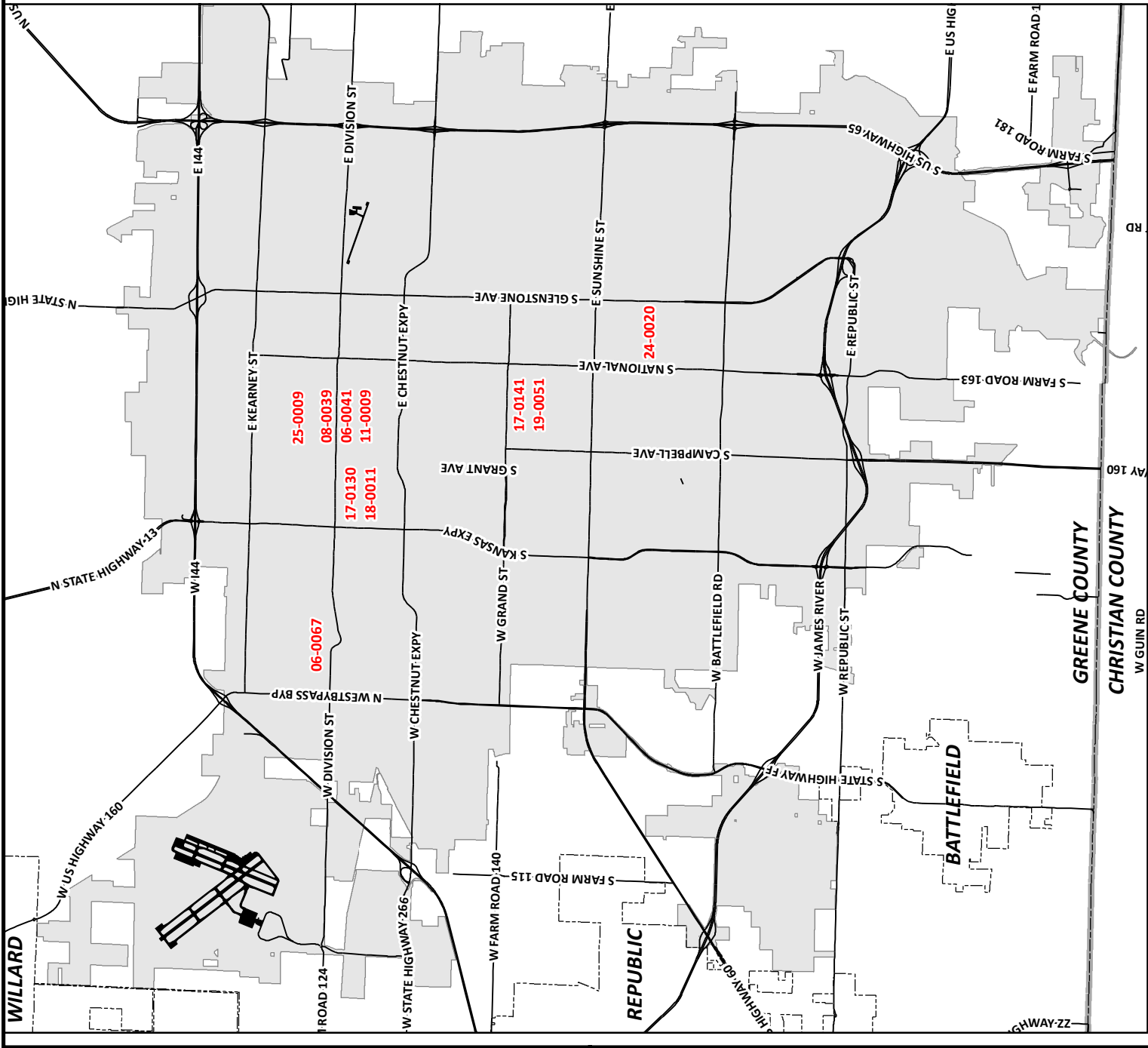


MUNICIPAL BUILDING & GROUND Improvements

2025 Capital Improvements Program

Projects and programs included in this category of the Capital Improvements Program are identified to meet the needs of various Municipal Departments, as well as the needs of the public. Projects include the design and construction of new city owned and operated buildings and facilities, in addition to improvements to the adjoining grounds, and accessory structures. A variety of improvements and upgrades such as emergency power upgrades, HVAC systems, new roofs, parking lot resurfacing, and site enhancements are a big part of this category. New fire stations, police stations, and parks facilities are not included in this section of the Capital Improvements Program. Those projects included in this section are identified through a prioritization process based on 1) improvements required by law; 2) improvements to maintain life safety of occupants and security of facilities; 3) improvements to protect the integrity of facilities' exterior envelopes; 4) mission essential improvements; and 5) mission enhancement improvements.





Capital Improvements Program

2025 - 2030

Municipal Building and Ground Improvements

- * 25-0033 2025-2029 Reforestation and Landscaping Improvements
- 06-0067 Animal Control Shelter
- 17-0141 Art Museum and Renovation Phase I
- 19-0051 Art Museum and Renovation Phase II
- 24-0020 Hazelwood Cemetery Office and Maintenance Building
- 17-0130 Fueling Site Improvements
- 06-0041 Historic City Hall Renovation Phase II
- 08-0039 Police Headquarters Facility Improvements
- 18-0011 Public Grounds Operations Maintenance Building
- 25-0009 Missouri Job Center (Workforce Development)
- 11-0009 Municipal Court Building

* Denotes City-Wide Program - Not Labeled on Map



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Municipal Building and Ground Improvements

2025-2029 Reforestation and Landscaping Improvements

Project Number: **25-0033**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,725,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 0	\$ -1,275,000

Project Description:

Enhancing Quality of Place through the installation and establishment of trees, shrubs, plants and other vegetation and landscapes along City streets to assist with beautification of the City. This could include irrigation systems on right-of-way and on city owned and/or maintained property with an emphasis on low-maintenance designs. This program includes tree nursery expansion, landscape maintenance reduction projects, the NeighborWoods Program, and reforestation including areas near capital improvement projects.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 2,725,000

Comments:

A Community Trees, Reforestation and Landscaping project has been included in the Capital Improvements Program since 2002. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvement Sales Tax projects and programs beyond 2024. Previous years - Program #19-0024 (Closed)

Council Priorities: Quality of Place

Animal Control Shelter

Project Number: **06-0067**

Department: Health

Total Project Cost Including Past and Future Spending Plan: \$6,130,825

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 4,000,000	\$ 889,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,241,825

Project Description:

This project includes land procurement, design and construction of a new Animal Shelter for the City of Springfield to increase the shelter's capacity, accessibility, visibility and amenities for the animals and the staff.

Proposed Funding Sources:

Bond Issue funded by Level Property Tax \$ 3,130,825
Greene County \$ 1,500,000
General Fund \$ 1,500,000

Comments:

Prior to purchasing the site, in 2020 the City contracted a site analysis project for \$14,625 and then a programming exercise for \$7,050. In late 2023 the design contract was endorsed for \$411,625 however, the design phases are not scheduled to begin until 2024.

Council Priorities: Quality of Place, Public Safety

Municipal Building and Ground Improvements

Art Museum Expansion and Renovation Phase I

Project Number: 17-0141

Department: Art Museum

Total Project Cost Including Past and Future Spending Plan: \$20,560,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 20,560,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Expansion and renovation of the Museum facility to include classrooms and other educational/public program spaces and improvements to mechanical and electrical systems.

Proposed Funding Sources:

Art Museum Fund Balance	\$ 4,650,000
ARRA Grant	\$ 4,402,750
Bond Proceeds	\$ 2,545,557
State Revolving Funds (SRF)	\$ 8,961,693

Comments:

Project expenditures are estimated at \$1,400,000 through 2024. Design for Phase 1 and Phase 2 (CIP Project #19-0051) is scheduled to be completed by the end of 2024. Construction for Phase 1 is anticipated to begin in 2025. This project has been included in the Capital Improvements Program since 2017. Bond Proceeds to be repaid through the 1/4-Cent Capital Improvements Sales Tax

Council Priorities: Quality of Place, Economic Vitality

Art Museum Expansion and Renovation Phase II

Project Number: 19-0051

Department: Art Museum

Total Project Cost Including Past and Future Spending Plan: \$26,740,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 12,440,000	\$ 14,300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will include expansion of new wing on the Art Museum's west side, expansion of gallery space on the southeast corner of the building, improvements to gallery spaces throughout the building, improvements to exterior envelope, improvements to HVAC, as well as sitework and parking improvements.

Proposed Funding Sources:

Bond Proceeds	\$ 12,440,000
Donations and other funding sources to be identified	\$ 14,300,000

Comments:

Project expenditures are estimated at \$1,300,000 through 2024. Bond Proceeds to be repaid through the 1/4-Cent Capital Improvements Sales Tax. This project has been included in the Capital Improvements Program since 2019.

Council Priorities: Economic Vitality, Quality of Place

Municipal Building and Ground Improvements

Fueling Site Improvements

Project Number: 17-0130

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 80,000	\$ 1,420,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Project includes the demolition of underground fuel tanks and outdated fuel islands at Fire Stations #2 and #6. Project also includes the installation of above ground fueling storage tanks, new fueling stations, new fueling islands, and enhanced fuel management and monitoring systems as applicable at Fire Stations #5 and #6 (South District Station). The Public Works Service Center Operations Facility to receive enhanced fuel management and monitoring systems as well. The type of the existing underground tanks varies from fiberglass to steel, with ages from 18 years to 41 years, and sizes from 3,000 to 6,000 gallons.

Proposed Funding Sources:

Level Property Tax	\$ 80,000
Funding Source to be Identified	\$ 1,420,000

Comments:

Project expenditures are estimated at \$45,000 through 2024 for two tanks at Fire Station #10 that were decommissioned. The demolition of existing underground storage tanks and the installation of new fueling equipment at the Southwest Wastewater Treatment Plant is included in the Southwest Treatment Plant - Fueling Station Replacement project (CIP Project Number 19-0032). This project has been included in the Capital Improvements Program since 2017 and will require City Council approval of the funding source.

Council Priorities: Public Safety, Fiscal Sustainability

Hazelwood Cemetery Office and Maintenance Building

Project Number: 24-0020

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,316,500

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 60,000	\$ 1,256,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This improvement will involve the demolition of an existing facility that has exceeded its useful life and replacing it with a new Hazelwood Cemetery Office and Maintenance Building. This new facility will include office space, a family meeting room, accessible restrooms, three bays for equipment and material storage, and various site improvements.

Proposed Funding Sources:

Level Property Tax	\$ 1,316,500
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Comments:

Project expenditures are estimated at \$20,000 through 2024. This project was originally included as part of CIP Project Number 18-0011. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Quality of Place, Fiscal Sustainability

Municipal Building and Ground Improvements

Historic City Hall Renovation Phase II

Project Number: **06-0041**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$14,889,583

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 10,000,000	\$ 4,889,583	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Project includes upgrading the historic structure to meet the needs of the present day City functions. The scope of work includes the addition of a new elevator, restroom core, upgrading the electrical and mechanical systems providing more efficiency, and reorganizing the layout to better accommodate the Finance Department, City Clerk, Mayor and City Council. This project will continue the upgrade of Historic City Hall's HVAC as well as continue the exterior renovations. The project includes demolition of the wood framed structure at the southeast corner of the building, restoration of the building facade, new entrance doors, roof replacement, window replacements, sidewalk improvements, exterior lighting and landscaping.

Proposed Funding Sources:

Level Property Tax	\$ 7,017,653
ARPA Federal Grant	\$ 3,185,190
General Fund	\$ 4,465,810
Federal Grant Funding	\$ 220,930

Comments:

Project expenditures are estimated at \$1,800,000 through 2024. This project has been included in the Capital Improvements Program since 2006. The project is funded through several sources including Level Property Tax Pay As You Go funding, Level Property Tax Bond 2, General Fund, and ARPA grant funding. Additional grant funding from US Department of Energy is pending DOE and City Council approval.

Council Priorities: Economic Vitality, Fiscal Sustainability, Quality of Place

Missouri Job Center (Workforce Development)

Project Number: **25-0009**

Department: Economic Vitality

Total Project Cost Including Past and Future Spending Plan: \$2,257,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,257,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

New building acquisition and improvements for the Center for Workforce Development / Missouri Job Center. Improvements include roof repairs/restoration, HVAC replacements, building envelope repairs, window and exterior door replacements, elevator improvements, networking equipment and cabling, security system installation, signing, ADA improvements, parking lot and sidewalk improvements, remodeling to better accommodate Job Center operations, and other miscellaneous repairs.

Proposed Funding Sources:

Bond Proceeds	\$ 1,757,000
General Fund	\$ 500,000

Comments:

Project expenditures are estimated at \$4,255,000 through 2024, which includes building acquisition, furnishings, networking, miscellaneous repairs, moving expenses, and architectural design services. This project is a new addition to the Capital Improvements Program.

Council Priorities: Quality of Place, Economic Vitality, Fiscal Sustainability

Municipal Building and Ground Improvements

Municipal Court Building

Project Number: **11-0009**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$33,040,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 33,000,000

Project Description:

Design and construct a new Municipal Court facility to fully comply with the Criminal Justice Code and municipal building codes to replace the current Municipal Court Building at the corner of Chestnut Expressway and Benton which has no holding cells and no screening area.

Proposed Funding Sources:

Funding Source to be Identified	\$ 33,000,000
Level Property Tax	\$ 40,000

Comments:

Project expenditures are estimated at \$100,000 through 2024, including \$90,000 for the Municipal Court Master Plan funded by the 1/4-cent Capital Improvement Sales Tax and \$10,000 for Pre-Design Study currently underway and funded through Level Property Tax Bond 2 program. Construction will require City Council approval of funding source(s). This project has been included in the Capital Improvements Program since 2011.

Council Priorities: Quality of Place, Public Safety, Fiscal Sustainability

Police Headquarters Facility Improvements

Project Number: **08-0039**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$3,133,803

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 1,133,803	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

The improvements include roof and rooftop mechanical equipment replacement, window replacements, carpet replacement throughout the facility and two conference room renovations to meet the needs of the Police Department.

Proposed Funding Sources:

Law Enforcement Sales Tax	\$ 2,972,300
General Fund	\$ 161,503

Comments:

Project expenditures are estimated at \$142,000 through 2023. This project has been included in the Capital Improvements Program since 2008.

Council Priorities: Fiscal Sustainability, Public Safety

Municipal Building and Ground Improvements

Public Grounds Operations Maintenance Building

Project Number: 18-0011

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,769,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 180,000	\$ 1,589,000	\$ 0	\$ 0	\$ 0

Project Description:

This project includes the remodel of two existing buildings to meet the operational needs of the Public Works Grounds staff including workspaces, a storm shelter, storage for equipment and materials, and various other building and site improvements.

Proposed Funding Sources:

Level Property Tax \$ 1,769,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2018. Construction of a new facility at Hazelwood Cemetery for maintenance staff and cemetery office has been added to the CIP as a separate project (CIP Project Number: 24-0020). Level Property Tax funding of \$1,769,000 has been approved as part of Bond 2.

Council Priorities: Quality of Place, Public Safety



PARK

Improvements

2025 Capital Improvements Program

Projects and programs included in the following section of the Capital Improvements Program align with those included in the annual Parks, Open Space and Greenways Master Plan. Many of these projects surface as a result of priorities identified by neighborhoods, while others represent facility needs identified by administration to keep park facilities in peak operational capacity. Capital projects targeted for the Parks Department can include new playground equipment, significant facility repairs, infrastructure improvements, facility improvements as well general improvements to park grounds. Park Improvements have been predominantly funded through the 2001 and 2006 County-wide Parks ¼-cent sales tax referendums with additional funding potentially provided through future Parks sales tax initiatives.

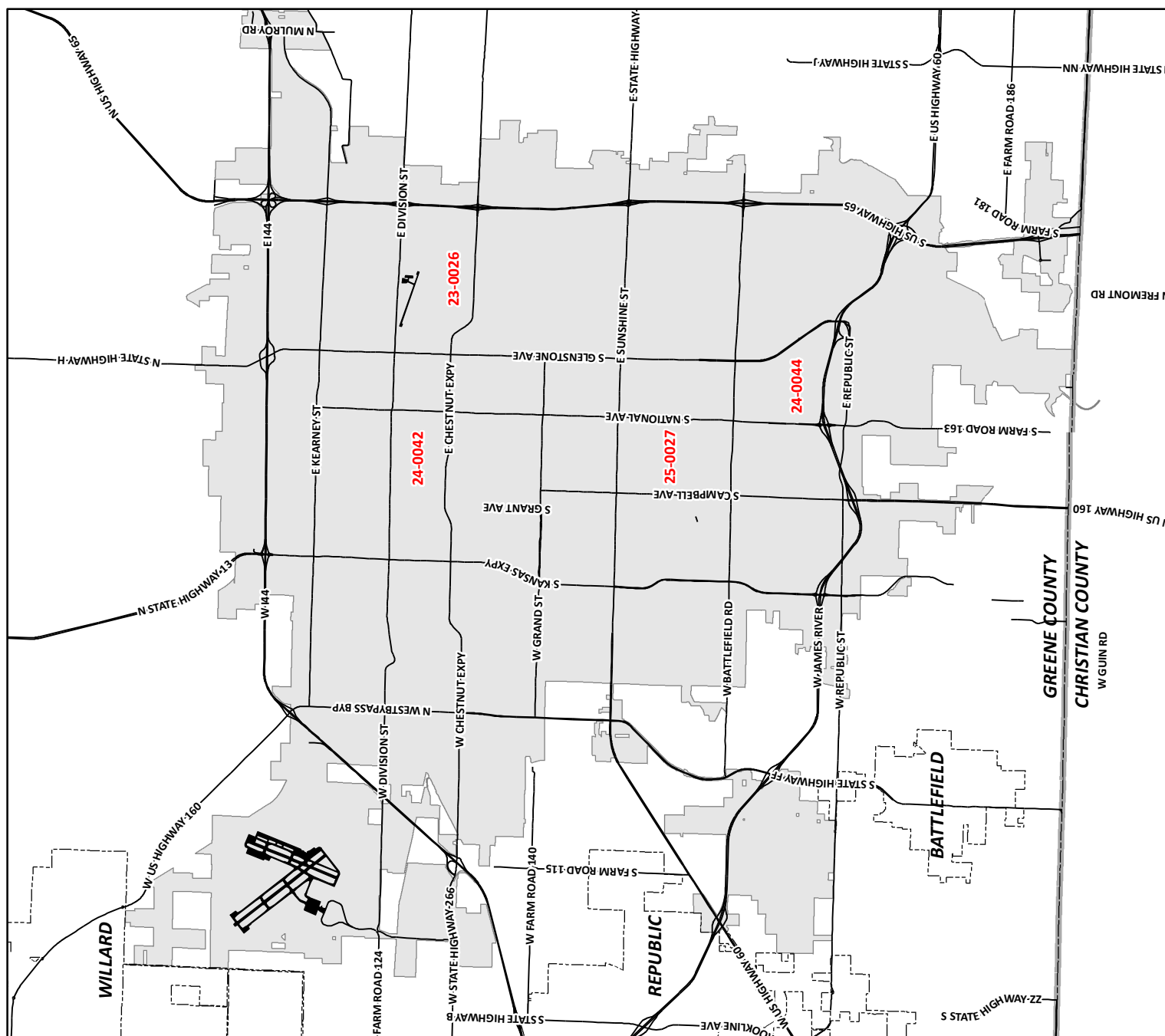
2025 - 2030

Park Improvements

23-0026	Cooper Soccer and Kilian Softball / Cooper Youth Baseball Improvements
24-0042	Silver Springs Park Pavilion Renovations
24-0044	Ward Parkway Greenway Trail - Fremont Extension
25-0027	R.E.Lee McDaniell/George Moore Park Phase I Development



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Park Improvements

Cooper Soccer and Killian Softball / Cooper Youth Baseball Improvements

Project Number: 23-0026

Department: Parks

Total Project Cost Including Past and Future Spending Plan: \$27,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 12,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 14,500,000

Project Description:

The much-anticipated renovation of the Cooper Park Sports Complex improvements will take place in two phases. Current Phase I efforts include the restoration of the Cooper Soccer Complex, which includes the construction of 8 synthetic turf fields, LED field lighting, ADA accommodations and other complex facility improvements. Phase II efforts will include the restoration of the Killian Softball Complex and the Cooper Youth Baseball Complex, which includes the construction of 11 synthetic turf fields, improvements, ADA accommodations and other facility improvements. \$609,836 was spent in 2023 in A/E.

Proposed Funding Sources:

ARRA Grant	\$ 20,800,000
Parks Operating Funds	\$ 1,000,000
Cost shared by Private Sector/ Intergovernmental	\$ 2,631,274
General Fund	\$ 2,568,726

Comments:

With considerable support from both State of Missouri and City of Springfield ARPA project funds, this project will add 19 turf fields to the popular and well-utilized Cooper Sports Complex. Doing so will serve to provide premiere sports facilities to our resident sports families and young athletes, and also serve to help restore the facilities to “anchor facility” status in the highly-competitive sports tourism world. These types of national and regional championship events not only introduce out-of-town guests to our Springfield community, they also serve to generate considerable economic impact to the local and area economy through new visitor spending. Proposed funding from the American Rescue Plan Act (ARPA): \$7,300,000 (City) and \$13,500,000 (State). \$609,836.00 was expended in 2023 through the Design Development Phase for professional consulting services in preparation of construction contract documents. The Cooper Soccer Project, Phase I, was completed December 2024.

Council Priorities: Quality of Place

R.E. Lee McDaniel / George Moore Park Phase I Development

Project Number: 25-0027

Department: Parks

Total Project Cost Including Past and Future Spending Plan: \$784,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 784,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct new development including a new bicycle pump track, off-street parking, site lighting, pavilion, and other amenities. Included within Phase I of construction is the pump track, off-street parking and a new entranceway from National Avenue.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 100,000
Private Developer	\$ 550,000
City Funds to be Identified	\$ 134,000

Comments:

Funds from a private developer have been secured to construct the bicycle pump track. City funds will be utilized to construct a new entranceway from National Avenue and off-street parking. Construction is anticipated to begin in the last quarter of 2025.

Council Priorities: Quality of Place

Park Improvements

Silver Springs Park Pavilion Renovations

Project Number: **24-0042**

Department: Parks

Total Project Cost Including Past and Future Spending Plan: \$1,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Renovation of the existing pavilion in Silver Springs Park to include modification of the roof line to enhance the pavilion creating an area that can be utilized for performances and other gatherings, lighting improvements, construction of amphitheater seating on the east side of the pavilion, food serving area and restroom improvements.

Proposed Funding Sources:

ARPA Federal Grant \$ 1,500,000

Comments:

The Silver Springs Park Coalition Group has proposed renovations of the existing park pavilion utilizing ARPA funds distributed by Greene County.

Council Priorities: Quality of Place

Ward Branch Greenway Trail - Fremont Extension

Project Number: **24-0044**

Department: Parks

Total Project Cost Including Past and Future Spending Plan: \$450,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 450,000	\$ 0	\$ 0	\$ 0

Project Description:

Extension of the existing Ward Branch Greenway Trail from National Avenue to Fremont Avenue.

Proposed Funding Sources:

Intergovernmental \$ 450,000

Comments:

The extension of the trail will occur primarily on private property owned by Cox Hositpal and Burrell via a recreation easement. The new trail segment will connect National Avenue to the proposed widening improvement of Fremont Avenue which also includes a multi-use sidepath to provide a pedestrian connection north to Battlefiled Road.

Council Priorities: Quality of Place



SANITARY SEWER Improvements

2025 Capital Improvements Program

Projects and programs in this category of the Capital Improvements Program are largely dictated by the City's Overflow Control Plan (OCP) which is the City's response to an Amended Consent Judgement with the Missouri Department of Natural Resources. This plan requires that the City invest \$200M over a 10-year period to reduce sanitary sewer overflows. Guided by the Springfield-Greene County Integrated Plan for the environment, the OCP includes investments to rehabilitate critical sewer infrastructure and replace capital assets and facilities that are nearing the end of their useful life. All projects in this category are ultimately funded through the revenues of the Clean Water enterprise fund.

Capital Improvements Program

2025 - 2030

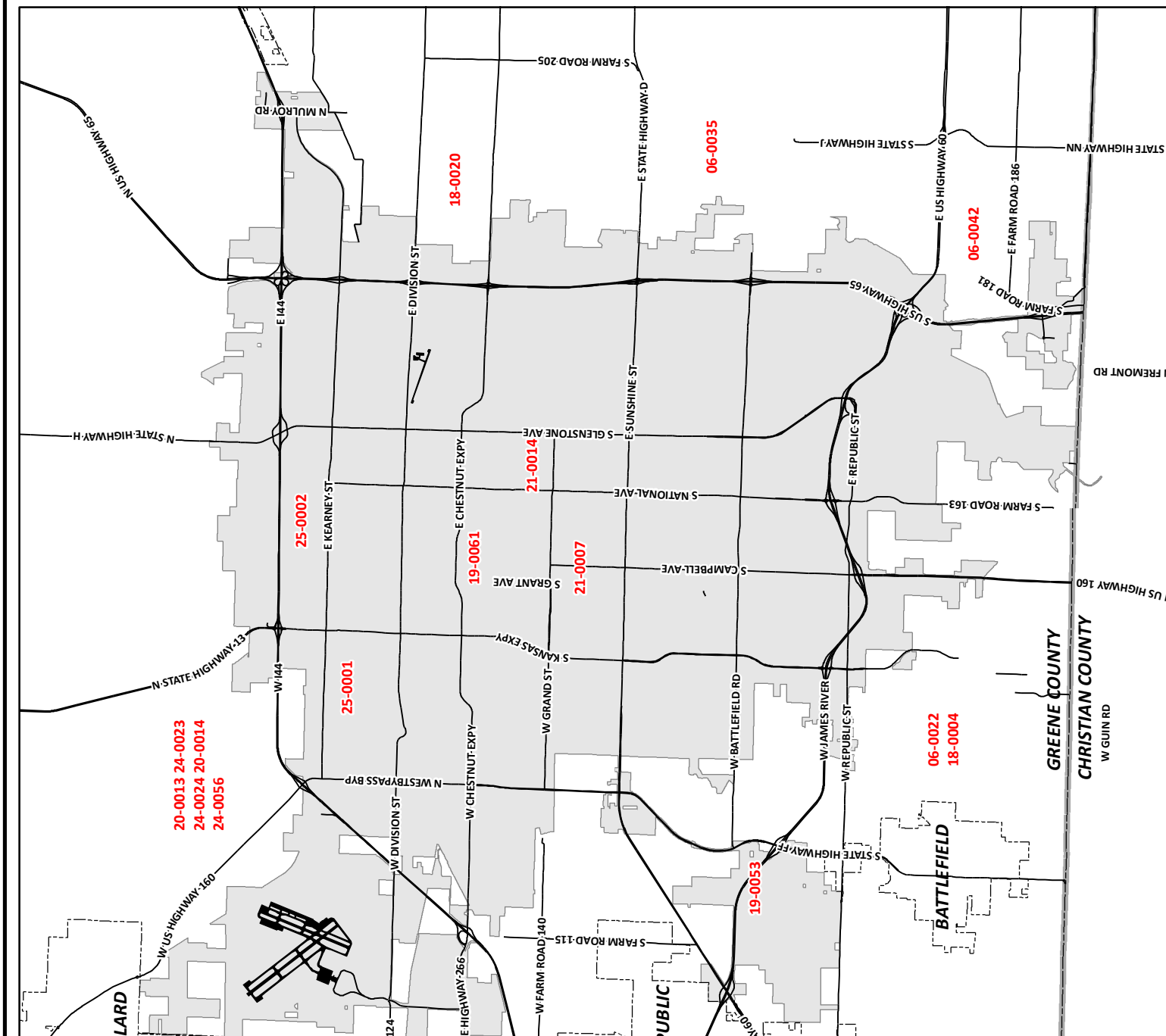
Sanitary Sewer Improvements (Map 1 of 3)

- | | |
|-----------|---|
| 06-0022 | Abbey Lane Trunk Sewer |
| * 23-0015 | Capacity and Development Sewer Improvement Program |
| 06-0035 | Copper Mill Trunk Sewer |
| 19-0053 | Environmental Services Operations Facility |
| 06-0042 | Hunt Branch Trunk Sewer |
| 19-0061 | Jordan Valley Creek Sewer Improvements |
| * 21-0003 | Minor Capacity and Development Sewer Improvements Group 1 |
| 20-0013 | Northwest Treatment Plant - Clarifier |
| | Laundry Covers |
| 20-0014 | Northwest Treatment Plant - Facility Improvements and Rehabilitation Projects |
| 24-0023 | Northwest Wastewater Treatment Plant - Plant Facility Improvement |
| 24-0024 | Northwest Wastewater Treatment Plant Upgrades and Renovations |
| 24-0056 | Northwest Wastewater Treatment Plant - Treatment Technology Improvement |
| 18-0020 | Old Wire Road Trunk Sewer |
| 21-0014 | Roundtree Lift Station Wet Well Expansion |
| * 93-0005 | Sanitary Sewer District Construction Program - 2005 Bond Authorization and Future |
| * 18-0003 | Sanitary Sewer District Construction Program Funded by Sanitary Sewer Reserves |
| 21-0007 | Sanitary Sewer Overflow Reduction Project - Fasnights Creek Parallel Trunk |
| 18-0004 | James River Lift Station Improvements |
| 25-0001 | Sanitary Sewer Tax Bill for District 111 of Section 18 (Golden and Turner) |
| 25-0002 | Sanitary Sewer Tax Bill for District 111 of Section 5 (Talmage and Broadway) |

* Denotes City-Wide Program - Not Labeled on Map



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Capital Improvements Program

2025 - 2030

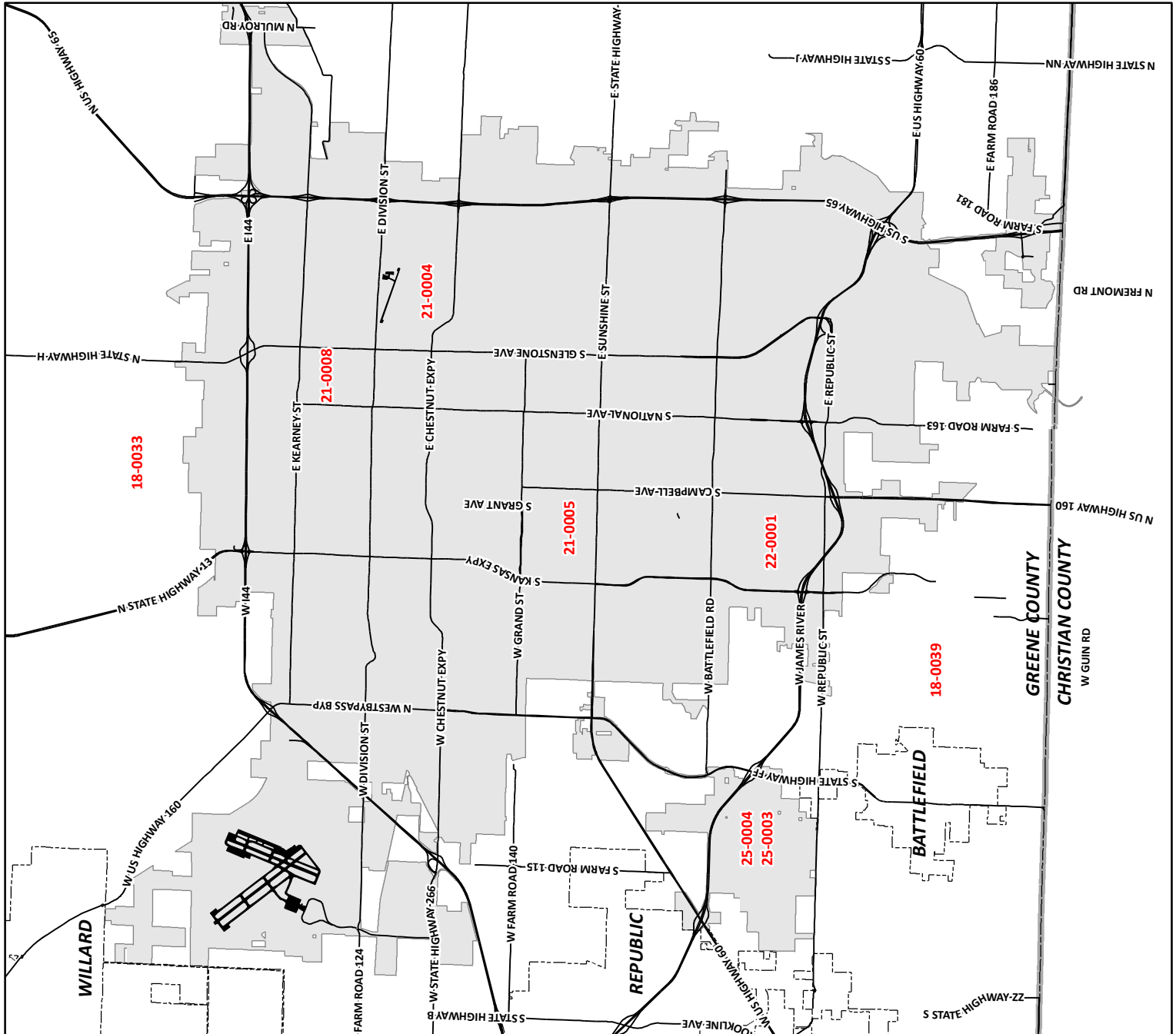
Sanitary Sewer Improvements (Map 2 of 3)

- * 24-0015 Sanitary Sewer Overflow Control Program
Sewer Rehabilitation Group 10
- * 17-0096 Sanitary Sewer Overflow Control Program
Sewer Rehabilitation Group 6
- * 24-0013 Sanitary Sewer Overflow Control Program
Sewer Rehabilitation Group 8
- * 24-0014 Sanitary Sewer Overflow Control Program
Sewer Rehabilitation Group 9
- * 21-0006 Sanitary Sewer Overflow Reduction Project
- Collection System Automation Controls
- 21-0004 Sanitary Sewer Overflow Reduction Project
- East Chestnut Phase 2: Rockhurst
- 22-0001 Sanitary Sewer Overflow Reduction Project
- Inman Creek
- 18-0039 Sanitary Sewer Overflow Reduction Project
- James River Lift Station Pipe Cleaning
- * 24-0016 Sanitary Sewer Overflow Reduction Project
- Lower Wilson Parallel Trunk
- 18-0033 Sanitary Sewer Overflow Reduction Project
- Pea Ridge 03/04
- 21-0008 Sanitary Sewer Overflow Reduction Project
- Smith Park Phase 2
- 21-0005 Sanitary Sewer Overflow Reduction Project
- South Creek Parallel Trunk
- 25-0004 Southwest Treatment Plant - Wetlands Pilot
- 25-0003 Southwest Treatment Plant Solids Treatment Improvements

* Denotes City-Wide Program - Not Labeled on Map



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Capital Improvements Program

2025 - 2030

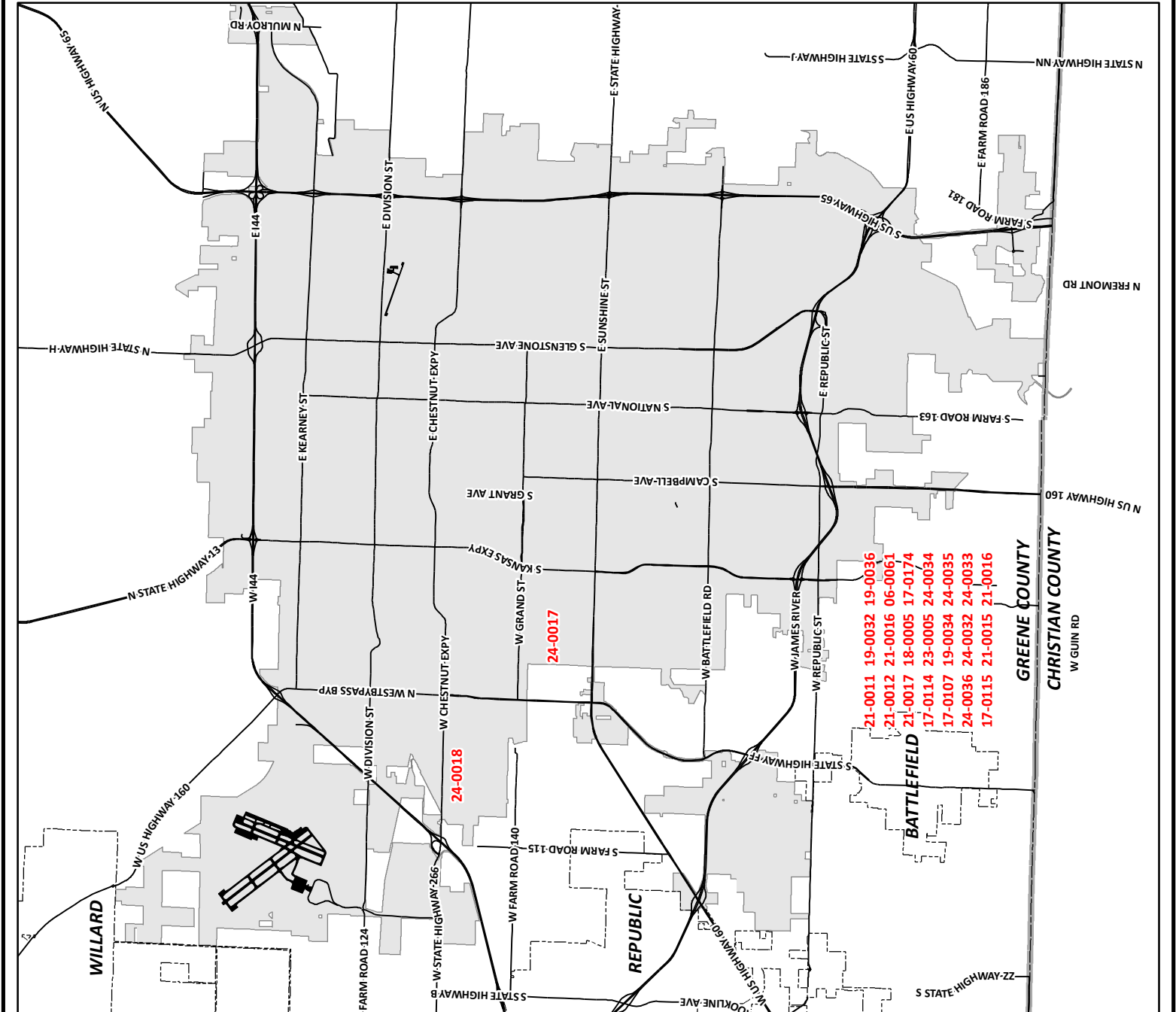
Sanitary Sewer Improvements (Map 3 of 3)

- * 19-0039 Sanitary Sewer Overflow Reduction Project
 - System Capacity Improvement Projects
- 24-0017 Sanitary Sewer Tax Bill for District 19L of Section 1 (Scenic & Catalpa)
- 24-0018 Sanitary Sewer Tax Bill for District 222 of Section 16 (Miller & Mt. Vernon)
- * 24-0054 Sewer Cleaning Optimization Product Implementation
- * 01-0004 Shared Cost Sanitary Sewer Construction - Developer Agreements
- 21-0016 SW Treatment Plant-Biogas
- Conversion to Renewable Natural Gas
- 21-0011 SW Treatment Plant-Biogas Treatment Expansion
- 21-0012 SW Treatment Plant-Biosolids Composting
- 21-0017 SW Treatment Plant-Biosolids Storage Expansion
- 17-0114 SW Treatment Plant-Clarifier Launder Covers
- 17-0107 SW Treatment Plant-Cryogenic Plant Improvements
- 24-0036 SW Treatment Plant-Disinfection Capacity Expansion
- 17-0115 SW Treatment Plant-Equipment Storage Building
- 24-0035 SW Treatment Plant-FOG and RDT Improvements
- 19-0032 SW Treatment Plant-Fueling Station Replacement
- 18-0005 SW Treatment Plant-Headworks and Improvements
- 23-0005 SW Treatment Plant-Par Resurfacing
- 19-0034 SW Treatment Plant-Plant #1 Dentrification Filter Retrofit with Cloth Media
- 24-0032 SW Treatment Plant-Plant 2 Adaptive Inlet Clarifier Modification Pilot
- 21-0015 SW Treatment Plant-Plant 2 Filter Capacity Expansion
- 24-0033 SW Treatment Plant-Plant 2 Gravity Selective Wasting Pilot
- 19-0036 SW Treatment Plant-Plant Automation
- 06-0061 SW Treatment Plant-Facility Improvement
- 17-0174 SW Treatment Plant-Sustainability/Energy Reduction Improvements
- * 24-0034 SW Treatment Plant-Wet Weather Treatment Plant
- 03-0013 Wastewater Treatment Plants
 - Buffer Land Acquisition

* Denotes City-Wide Program - Not Labeled on Map



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Sanitary Sewer Improvements

Abbey Lane Trunk Sewer

Project Number: **06-0022**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$700,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct a gravity sanitary sewer line approximately 2,100 feet from Rivercut Golf Community northerly to the Abbey Lane Subdivision.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 700,000

Comments:

Project expenditures are estimated at \$90,000 through 2024. This project is currently under design at 75% level of detail. This project was selected based on its cost/benefit analysis of lift station relief and will reduce operating costs by eliminating the Abbey Lane Lift Station. This project has been included in the Capital Improvement Program since 2006.

Council Priorities: Fiscal Sustainability

Capacity and Development Sewer Improvement Program

Project Number: **23-0015**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0

Project Description:

This project includes minor sewer improvements, relocations, extensions and capacity improvements that are needed to improve sanitary sewer collection system hydraulics and serve development needs. The location of these projects will be determined by development needs, field data collection, and by collection system modeling. As needs are determined, projects will be designed and constructed.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 3,000,000

Comments:

There are no project expenditures through 2024. When specific projects are identified, the project will be added to the CIP. This project has been included in the Capital Improvement Program since 2023.

Council Priorities: Economic Vitality

Sanitary Sewer Improvements

Copper Mill Trunk Sewer

Project Number: **06-0035**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,250,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 250,000	\$ 250,000	\$ 2,750,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct approximately 11,000 feet of gravity sanitary sewer line from the Pierson Creek Trunk Sewer northeasterly to Copper Mill Estates Lift Station and to a new development on the north side of East Sunshine that is installing a new lift station in 2025.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 3,250,000

Comments:

There are no project expenditures through 2024. This project was selected based on its cost/benefit analysis of lift station relief and will reduce operating costs by eliminating the Copper Mill Lift Station. This project has been included in the Capital Improvement Program since 2006.

Council Priorities: Economic Vitality

Environmental Services Operations Facility

Project Number: **19-0053**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$15,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,500,000	\$ 7,000,000	\$ 6,500,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Centralization of Clean Water, Solid Waste and other Environmental Services staff. Design and construct centralized Environmental Services offices, customer service interface including permit and point of sale operations, and adequate equipment storage facilities.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 2,000,000

City Sanitary Sewer System Fund Balance Reserves \$ 13,000,000

Comments:

Project expenditures are estimated at \$150,000 through 2024. Costs could be partially funded by sale of existing enterprise fund properties not needed for future use or vacated by centralization of Department services. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Economic Vitality

Sanitary Sewer Improvements

Hunt Branch Trunk Sewer

Project Number: **06-0042**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$50,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct a gravity sanitary sewer trunk line along Hunt Branch from Highland Springs Country Club to State Highway NN, south of U.S. Highway 60, eastward with 6,638 feet of 21-inch to 18-inch pipe. Project will include bores under 1 county road and 2 state highways. Additional sewer has been designed and ROW acquired to FR 205. It is expected that Development will extend sewer beyond State Highway NN. Construction of this phase is estimated at approximately \$4,000,000, is anticipated in 2024 with the remainder of the project constructed by developers in future years.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 50,000

Comments:

Project expenditures are estimated at \$4,250,000 through 2024. This project was suspended in 2008 to evaluate the project's integration with the Overflow Control Program. It has been determined that construction will occur for the portion of the project to State Highway NN. This project will serve the U.S. Highway corridor east of the Highland Springs Development. There is strong development interest within the unsewered area of the Urban Service Area. It ranks at the top of the trunk line priority list. This project has been included in the Capital Improvement Program since 2006.

Council Priorities: Economic Vitality

James River Lift Station Improvements

Project Number: **18-0004**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Estimate includes check valve replacement, remote actuators for the isolation valves, forcemain improvements, and metering upgrades.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,000,000

Comments:

An estimated \$120,000 has been spent on engineering for this project through 2024. The project is anticipated to start construction at the beginning of 2025. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Jordan Valley Creek Sewer Improvements

Project Number: **19-0061**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and construct a section of 36-inch sanitary sewer trunk line that will relocate it from under the existing Jordan Valley Box Culvert between Jefferson and Boonville through the new Jordan Valley Innovation Center complex being constructed. It is being coordinated with the construction of the Public Works Storm Water Project "Renew Jordan Creek Box Culvert Segment Phelps to Boonville" that is listed as Project Number 18-0002 in the Capital Improvement Program.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,000,000

Comments:

Project expenditures are estimated at \$200,000 through 2024. Design of this project to remove this trunk line from under the existing Jordan Valley Box began in 2020. Relocation of this trunk line will enable the existing Jordan Valley Box to be opened up and when the entire line is completed in future phases reduce maintenance on this critical section of line through downtown and make easier access to the 36-inch sewer trunk line. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Fiscal Sustainability

Minor Capacity and Development Sewer Improvements Group 1

Project Number: **21-0003**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,100,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project includes several minor sewer improvements - relocations, overflow connections, and capacity improvements that are needed to improve collection system hydraulics. Examples of these types of projects include: approximately 450 feet of 10-inch pipe on West Melville Road, 860 feet of 24-inch pipe relocation on OTC's campus north of Chestnut Expressway, and 1950 feet of 15-inch pipe on Kickapoo Avenue between Berkeley Street and Sunset Street.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,100,000

Comments:

Project expenditures are estimated to be \$150,000 through 2024. These projects are being designed both in-house and by external consultants. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Northwest Treatment Plant - Clarifier Launder Covers

Project Number: **20-0013**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Add launder covers to the Northwest Treatment Plant clarifiers to prevent algae growth and eliminate associated operations and maintenance problems.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 200,000

Comments:

There are no project expenditures through 2024. The equipment and construction costs have not been fully determined, so the cost estimate is subject to change. This project has been included in the Capital Improvements Program since 2020.

Council Priorities: Fiscal Sustainability

Northwest Treatment Plant - Facility Improvements and Rehabilitation Projects

Project Number: **20-0014**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$5,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,000,000

Project Description:

This is for Northwest Wastewater Treatment Plant (NWTP) facility improvements and rehabilitation projects including improvements to fats, oils, and grease (FOG) processing; upgrading aging sludge storage and handling; improved aeration and dissolved oxygen controls; improvements to administration building; and other miscellaneous improvements.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 5,000,000

Comments:

There are no project expenditures through 2024. A facility planning project is currently being completed to determine scope, therefore the cost estimate is subject to change. This project has been included in the Capital Improvements Program since 2020.

Council Priorities: Fiscal Sustainability

Northwest Wastewater Treatment Plant - Plant Facility Improvement

Project Number: **24-0023**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$350,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Renovation of existing RDT building bay into equipment storage and maintenance shop. Minor improvements to the Administration building.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 350,000

Comments:

No project expenditures through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Northwest Wastewater Treatment Plant - Treatment Technology Improvement

Project Number: 24-0056

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,500,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Research, design, and construction on a new treatment technology for emerging contaminants at the northwest treatment plant, southwest treatment plant, or landfill. This will be contingent on State Revolving Funds.

Proposed Funding Sources:

State Revolving Funds (SRF)	\$ 2,300,000
Sanitary Sewer System Retained Earnings	\$ 700,000

Comments:

There are no project expenditures through 2024. This project has been in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Northwest Wastewater Treatment Plant Upgrades and Renovations

Project Number: 24-0024

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$10,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 4,000,000	\$ 4,000,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0

Project Description:

Miscellaneous rehabilitation renovations including rehabilitating the sludge storage basin #2 that is current in use. Renovate basin #1 so that it can be used for sludge storage. Update odor control and mixing systems for sludge storage. Modify and improve sludge pumping to storage and truck haul-off. Upgrades to the aeration system and UV system, in dense selective wasting, and clarifier launder covers.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves	\$ 10,000,000
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Comments:

Preliminary engineering for this project is included in NWTP Facility Plan by Carollo Engineering. See TM150 - Existing Facilities Rehabilitation Projects Technical Memorandum. Approximately \$20,000 has been spent on preliminary engineering to date. There have been no project expenditures for detailed design or construction through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Old Wire Road Trunk Sewer

Project Number: **18-0020**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$50,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design a gravity sewer trunk line using approximately 650 LF of 15-inch pipe, 3,500 LF of 12-inch pipe and 2,350 LF of 10-inch pipe for a trunk sewer extension from the north end of Hickory Valley Estates Subdivision to Old Wire Road (Farm Road 116) east of the intersection of Farm Road 197. It is intended for Developers to construct this trunk sewer.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 50,000

Comments:

Project expenditures are estimated at \$80,000 through 2024. The project's design phase will be completed and then placed on hold. The project was suspended in 2012 to evaluate the project's integration with the Overflow Control Program. This project is currently under design at a 75% level of detail. This project was selected based on its cost/benefit analysis due to anticipated development in the area of Partnership Industrial Center East along East Kearney. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Economic Vitality

Rountree Lift Station Wet Well Expansion

Project Number: **21-0014**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and construction for expansion of the Rountree Lift Station Wet Well.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 500,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer District Construction Program - 2005 Bond Authorization and Future

Project Number: 93-0005

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will continue the effort to provide sanitary sewer service to all remaining houses within the city which are not currently served by sewer. In order to encourage sewer hook-up, property owners are able to amortize costs over 15 years at the ten-year Treasury Note rate through a special assessment.

Proposed Funding Sources:

Special Assessment Bonds \$ 1,500,000

Comments:

Project expenditures are estimated at \$11,200,000 through 2024. Bonds will be repaid from special assessments on properties receiving sewer and supplemented by Sanitary Sewer System Retained Earnings based on a Council approved program to cap costs to property owners. The completion of this work will match the Bond funds available for this program. Future funding of this program will be through the City Sanitary Sewer System Fund Balance Reserves. This project has been included in the Capital Improvements Program since 1993.

Council Priorities: Fiscal Sustainability

Sanitary Sewer District Construction Program Funded by Sanitary Sewer Reserves

Project Number: 18-0003

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0

Project Description:

This project will complete the effort to provide sanitary sewer service to remaining houses within the city which are not currently served by sewer. In order to encourage sewer hook-up, property owners are able to amortize costs over 15 years at a market competitive rate through a special assessment.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 3,000,000

Comments:

This project replaces the previous program funded by Special Assessment Bonds. The Sanitary Sewer System Fund Balance will be partially repaid from special assessments on properties receiving sewer based on a Council approved program to cap costs to property owners. As projects are specifically identified, they are added as individual CIP projects. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 10

Project Number: 24-0015

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$5,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 1,000,000	\$ 3,000,000	\$ 1,000,000	\$ 0	\$ 0

Project Description:

Identify and rehabilitate public sanitary sewers that are a source of inflow and infiltration. Project will use flow meter data and CCTV inspection to prioritize open-cut repairs, lining, grouting, and manhole rehabilitation needs in selected sanitary sewer basins.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 5,000,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgment with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 6

Project Number: 17-0096

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Identify and rehabilitate public sanitary sewers that are a source of inflow and infiltration. Project will use flow meter data and CCTV inspection to prioritize open-cut repairs, lining, grouting, and manhole rehabilitation needs in selected sanitary sewer basins.

Proposed Funding Sources:

State Revolving Funds (SRF) \$ 500,000

City Sanitary Sewer System Fund Balance Reserves \$ 500,000

Comments:

Project expenditures are estimated at \$11,600,000 through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgment with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 8

Project Number: 24-0013

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,700,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,700,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Identify and rehabilitate public sanitary sewers that are a source of inflow and infiltration. Project will use flow meter data and CCTV inspection to prioritize open-cut repairs, lining, grouting, and manhole rehabilitation needs in selected sanitary sewer basins.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,700,000

Comments:

Project expenditures are estimated at \$2,700,000 through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgment with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 9

Project Number: 24-0014

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$9,200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,500,000	\$ 6,000,000	\$ 700,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Identify and rehabilitate public sanitary sewers that are a source of inflow and infiltration. Project will use flow meter data and CCTV inspection to prioritize open-cut repairs, lining, grouting, and manhole rehabilitation needs in selected sanitary sewer basins.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 7,200,000

State Revolving Funds (SRF) \$ 2,000,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgment with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Reduction Project - Collection System Automation Controls

Project Number: 21-0006

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000	\$ 1,000,000

Project Description:

The project will reduce sanitary sewer overflows in highly sensitive areas and more effectively utilize existing sanitary sewer capacity. Project will include design, construction, and automation of control systems in the sanitary sewer collection system, lift stations, and storage facilities.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,000,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplemental Overflow Control Program which is a requirement of the City's Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Reduction Project - East Chestnut Phase 2: Rockhurst

Project Number: 21-0004

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,300,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

The project will reduce sanitary sewer overflows in highly sensitive areas and increase the sewer collection system capacity by increasing the size of existing sanitary sewer lines and improving system hydraulics. It is being coordinated with the construction of the Public Works Storm Water Project "Rockhurst Street - Patterson Avenue to Cedarbrook Avenue" that is listed as Project Number 20-0002 in the Capital Improvement Program.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,300,000

Comments:

Project expenditures are estimated at \$400,000 through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Reduction Project - Fassnacht Creek Parallel Trunk

Project Number: **21-0007**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,500,000	\$ 0

Project Description:

The project will reduce sanitary sewer overflows in highly sensitive areas and increase the sewer collection system capacity by adding parallel sanitary sewer lines and improving system hydraulics.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 4,500,000

Comments:

There are no project expenditures through 2024. This work is part of the Overflow Control Program which is a requirement of the City's Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Reduction Project - Inman Creek

Project Number: **22-0001**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is to reduce sanitary sewer overflows in highly sensitive areas. The sewer collection system capacity will be increased by adding additional sewer main lines, increasing the size of existing lines and by improving system hydraulics.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,000,000

Comments:

Project expenditures are estimated at \$100,000 through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2022.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Reduction Project - James River Lift Station Pipe Cleaning

Project Number: 18-0039

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is contingent on a current master planning study. This project is to reduce sanitary sewer overflows in highly sensitive areas. The James River Lift Station has 2 force mains to the Southwest Wastewater Treatment Plant. The 2 mains need to flow at maximum capacity in order reduce sewer overflows upstream of the lift station. The flow in the force mains is reduced due to grease and debris buildup on the interior of the pipe. It is proposed to install pipeline cleaning (pigging) equipment on these 2 force mains to be able to regularly clean the lines. Motorized line valves will be added to better control the flow from the station.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 500,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Reduction Project - Lower Wilson Parallel Trunk

Project Number: 24-0016

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$15,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 200,000	\$ 300,000	\$ 4,500,000	\$ 6,000,000	\$ 4,000,000	\$ 0	\$ 0

Project Description:

The project will reduce sanitary sewer overflows in highly sensitive areas and increase the sewer collection system capacity by adding parallel sanitary sewer lines and improving system hydraulics.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 15,000,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Reduction Project - Pea Ridge 03/04

Project Number: **18-0033**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is to reduce sanitary sewer overflows in highly sensitive areas. The sewer collection system capacity will be increased by adding additional sewer main lines, increasing the size of existing lines and by improving system hydraulics.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,000,000

Comments:

Project expenditures are estimated at \$2,000,000 through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Reduction Project - Smith Park Phase 2

Project Number: **21-0008**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000	\$ 2,000,000	\$ 0

Project Description:

The project will reduce sanitary sewer overflows in highly sensitive areas and increase the sewer collection system capacity by increasing the size of existing sanitary sewer lines or adding parallel sanitary sewer lines and improving system hydraulics.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 3,000,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Overflow Reduction Project - South Creek Parallel Trunk

Project Number: **21-0005**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$11,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000	\$ 9,000,000

Project Description:

The project will reduce sanitary sewer overflows in highly sensitive areas and increase the sewer collection system capacity by adding parallel sanitary sewer lines and improving system hydraulics.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 11,000,000

Comments:

There are no project expenditures through 2024. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Overflow Reduction Project - System Capacity Improvement Projects

Project Number: **19-0039**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0

Project Description:

This project is to reduce sanitary sewer overflows in highly sensitive areas. The sewer collection system capacity will be increased by adding additional sewer main lines, increasing the size of existing lines and by improving system hydraulics. These projects' locations are being determined by field data collection and by collection system modeling. As needs are determined, projects will be designed and constructed.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 3,000,000

Comments:

There are no project expenditures through 2024. As specific projects are identified, they will be identified in the CIP. This work is part of the Supplement Overflow Control Program which is a requirement of the City's 2nd Amended Consent Judgement with the Missouri Department of Natural Resources. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Sanitary Sewer Tax Bill for District 111 of Section 18 (Golden and Turner)

Project Number: **25-0001**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$700,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 50,000	\$ 300,000	\$ 350,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Sanitary Sewer Extension to serve unsewered properties near the intersection of Golden and Turner. In order to encourage sewer hook-up, property owners are able to amortize costs over 15 years at a market competitive rate through a special assessment.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 700,000

Comments:

There are no project expenditures through 2024. The Sanitary Sewer System Fund Balance will be partially repaid from special assessments on properties receiving sewer based on a Council approved program to cap costs to property owners. This project is new to the Capital Improvement Program.

Council Priorities:

Sanitary Sewer Tax Bill for District 111 of Section 5 (Talmage and Broadway)

Project Number: **25-0002**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 50,000	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Sanitary Sewer Extension to serve unsewered properties near the intersection of Talmage and Broadway. In order to encourage sewer hook-up, property owners are able to amortize costs over 15 years at a market competitive rate through a special assessment.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 200,000

Comments:

Project expenditures are estimated at \$20,000 through 2024. The Sanitary Sewer System Fund Balance will be partially repaid from special assessments on properties receiving sewer based on a Council approved program to cap costs to property owners. This project is new to the Capital Improvement Program.

Council Priorities:

Sanitary Sewer Improvements

Sanitary Sewer Tax Bill for District 19L of Section 1 (Scenic & Catalpa)

Project Number: 24-0017

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$750,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Sanitary Sewer Extension to serve unsewered properties near the intersection of Scenic Ave and Catalpa Street. In order to encourage sewer hook-up, property owners are able to amortize costs over 15 years at a market competitive rate through a special assessment.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 750,000

Comments:

Project expenditures are estimated at \$50,000 through 2024. The Sanitary Sewer System Fund Balance will be partially repaid from special assessments on properties receiving sewer based on a Council approved program to cap costs to property owners. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Tax Bill for District 222 of Section 16 (Miller and Mt. Vernon)

Project Number: 24-0018

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 250,000	\$ 1,250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Sanitary Sewer Extension to serve unsewered properties near the intersection of Miller and Mt. Vernon. In order to encourage sewer hook-up, property owners are able to amortize costs over 15 years at a market competitive rate through a special assessment.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,500,000

Comments:

Project expenditures are estimated at \$50,000 through 2024. The Sanitary Sewer System Fund Balance will be partially repaid from special assessments on properties receiving sewer based on a Council approved program to cap costs to property owners. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sewer Cleaning Optimization Product Implementation

Project Number: 24-0054

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$150,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

The project will optimize how sanitary sewer lines are cleaned in the city by setting adjustable cleaning frequencies to more efficiently operate the system. A new software integration will occur and will link multiple current systems.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 150,000

Comments:

Project expenditures are estimated at \$300,000 through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Shared Cost Sanitary Sewer Construction - Developer Agreements

Project Number: **01-0004**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$9,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 0

Project Description:

Construct or expand sanitary sewers in cooperation with private sector to encourage economic development and reduce infrastructure costs.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves	\$ 3,600,000
Private Developer	\$ 5,400,000

Comments:

Past projects have been reported as accomplishments. This program has been included in the Capital Improvements Program since 2001.

Council Priorities: Economic Vitality

Southwest Treatment Plant - Biogas Conversion to Renewable Natural Gas

Project Number: **21-0016**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$10,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 10,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Engineering and construction of biogas conditioning to pipeline quality standards and injection into the natural gas pipeline. Project economic feasibility will be driven by renewable natural gas (RNG) credit market and Inflation Reduction Act incentives

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves	\$ 10,000,000
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Comments:

There are no project expenditures through 2024. A feasibility study is currently underway. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Biogas Treatment Expansion

Project Number: **21-0011**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Install parallel biogas treatment train to expand the SWTP biogas treatment capacity and allow the treatment media to be changed without shutting down the biogas treatment process. The current system was designed to be expandable. Our biogas has a higher concentration of hydrogen sulfide than anticipated requiring the iron sponge media to be replaced more frequently which requires the system to be shut down.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves	\$ 500,000
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Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Biosolids Composting

Project Number: **21-0012**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,100,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000

Project Description:

This project will initially conduct pilot testing of Biosolids composting to achieve Class A Biosolids. Findings from pilot testing and end-product market may lead to future expansion to larger scale composting.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,100,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Biosolids Storage Expansion

Project Number: **21-0017**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Engineering design and construction of expanded biosolids storage.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 600,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Clarifier Launder Covers

Project Number: **17-0114**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Add clarifier launder covers to prevent algae growth and eliminate associated operations and maintenance problems.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 500,000

Comments:

Project expenditures are estimated at \$220,000 through 2024. This added launder covers to Plant 2 clarifiers #5 & #6. Future covers are anticipated to be added following the completion of the Master Plan. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Cryogenic Plant Improvements

Project Number: 17-0107

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$7,700,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,000,000	\$ 2,700,000	\$ 0

Project Description:

The Cryogenic air separation plant at the SWTP produces the pure oxygen used in plant 1 activate sludge aeration basins and in ozone production for disinfection. This Cryogenic plant is approximately 45 years old and treatment process updates have significantly decreased our demand for pure oxygen creating an inefficient process. The scope of this project will be determined by a SWTP facility plan to determine treatment train options for decommissioning Plant 1. The potential scope could include modifications to make the plant more efficient, replacement with a more modern plant, or decommissioning the cryogenic plant.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 7,700,000

Comments:

There are no project expenditures through 2024. The scope of this project has not been fully determined so the cost estimate is subject to change. This has been included in the Capital Improvements Program since 2017.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Disinfection Capacity Expansion

Project Number: 24-0036

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$7,300,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,300,000	\$ 0	\$ 0	\$ 3,000,000	\$ 3,000,000	\$ 0	\$ 0

Project Description:

This project will rehabilitate and expand our ozone disinfection system. Phase one will be rehabilitating existing system including new dielectrics. Phase 2 will be expansion in capacity to meet future needs. The exact scope is undetermined so cost estimates may change.

Proposed Funding Sources:

Funding Source to be Identified \$ 7,300,000

Comments:

There are no project expenditures through 2024. This project has been in the Capital Improvements Program since 2024. It is anticipated to complete phase 1 in 2025.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Equipment Storage Building

Project Number: 17-0115

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 1,000,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct an equipment storage building at the Southwest Treatment Plant to protect equipment and spare parts from the weather. Add second biosolids storage facility.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,000,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - FOG and RDT Improvements

Project Number: 24-0035

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$300,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Miscellaneous improvements to the FOG receiving station including new well coating and piping modifications. Relocation of the Rotary Drum Thickener (RDT) discharge pump to increase capacity.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 300,000

Comments:

There are no project expenditures through 2024. This project has been in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Fueling Station Replacement

Project Number: 19-0032

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Installation of a new fueling station at the Southwest Treatment Plant to replace aging underground fuel tanks with new above ground tanks.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,000,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Headworks Renewal and Improvements

Project Number: **18-0005**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$15,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 7,000,000	\$ 8,000,000	\$ 0	\$ 0	\$ 0

Project Description:

The headworks facility at the Southwest Treatment Plant is in need of upgrades and improvements. This includes new bar screens, new HVAC, and new grit classification system. Scope has not yet been determined so cost estimate is subject to change.

Proposed Funding Sources:

Funding Source to be Identified \$ 15,000,000

Comments:

Project expenditures are estimated at \$100,000 through 2024. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Pad Resurfacing

Project Number: **23-0005**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 600,000

Project Description:

Resurface (asphalt) the existing pad at the Southwest Wastewater Treatment Plant due to deterioration of the existing asphalt.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 1,000,000

Comments:

Project expenditures are \$642,520 through 2024. This include resurfacing 50% of the pad in FY2025. The remaining is planned at some point in the future. This project has been included in the Capital Improvements Program since 2022.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Plant # 1 Denitrification Filter Retrofit with Cloth Media

Project Number: **19-0034**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000	\$ 0	\$ 0

Project Description:

Conversion of Southwest Treatment Plant - Plant #1 existing deep bed sand filters to cloth media. This is to replace aging equipment, increase filtration capacity and improve filtration.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,000,000

Comments:

There are no project expenditures through 2024. The scope and equipment costs are not yet fully determined, so the cost estimate is subject to change. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Plant 2 adaptive inlet clarifier modification pilot

Project Number: **24-0032**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will modify one of the Plant 2 clarifiers for adaptive inlet flow. This is to pilot this technology to evaluate it effectiveness at process intensification to expand plant capacity without having to build new infrastructure.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 2,500,000

Comments:

There are no project expenditures through 2024. We are working on the scope for this project and anticipate starting it in 2025. This project has been in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Plant 2 Filter Capacity Expansion

Project Number: **21-0015**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 3,000,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Expand the SWTP Plant 2 Polishing Filters capacity by adding cloth media filters and making influent/effluent piping modifications. This will improve wet weather treatment capacity. The timing and scope will be determined by facility master planning studies.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 4,000,000

Comments:

Project expenditures estimated to be \$120,000 through 2024. The scope and costs of filter improvements will be determined by the engineering planning study. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Plant 2 Gravity Selective Wasting Pilot

Project Number: **24-0033**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

SWTP Plant 2 gravity selective wasting pilot project. This utilizes a hydrocyclone to selectively keep the best sludge resulting in a densification of the activated sludge process. This increases capacity without building new infrastructure.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 1,000,000

Comments:

There are no project expenditures through 2024 but it is anticipated to begin in 2025. This project has been in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Plant Automation

Project Number: 19-0036

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$400,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 0	\$ 0	\$ 0

Project Description:

The Southwest Treatment Plant has processes that were placed into service up to 50 years ago. This is to add automation and controls to these existing processes.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 400,000

Comments:

The scope and equipment costs are not yet fully determined, so the cost estimate is subject to change. The intent would be to make annual investments as needed. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Plant Facility Improvement

Project Number: 06-0061

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 2,000,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct or remodel building facilities at the Southwest Wastewater Treatment Plant. including roof, windows, flooring; addition of offices and other architectural updates of the employee and maintenance buildings.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 4,000,000

Comments:

There are no project expenditures through 2024. The SWTP Administration & Lab Building Improvements and HVAC upgrade project is reported separately. This project has been included in the Capital Improvements Program since 2006.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Sustainability/Energy Reduction Improvements

Project Number: 17-0174

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,500,000

Project Description:

Design and construction of sustainability projects such as solar panels at the Southwest Treatment Plant. This project will reduce greenhouse gas emissions or offset energy use at the plant.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,500,000

Comments:

There are no project expenditures through 2024. Preliminary engineering study has been done on a solar array. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Southwest Treatment Plant - Wet Weather Treatment Pilot

Project Number: **24-0034**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This is to pilot treatment technologies for wet weather treatment and disinfection to optimize the capital investments for a treatment plant expansion.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 200,000

Comments:

There are no project expenditures through 2024. This project has been a part of the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant - Wetlands Pilot

Project Number: **25-0004**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project is to construct and pilot wetlands to treat the JTEC cooling tower make-up water waste stream before it come to the SWTP. The main treatment objective is to reduce the nitrogen load to the treatment plant

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 500,000

Comments:

This project is new to the Capital Improvements Program in 2025.

Council Priorities: Fiscal Sustainability

Southwest Treatment Plant Solids Treatment Improvements

Project Number: **25-0003**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$6,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 6,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

The project is to make needed upgrades and equipment replacement for solid treatment including new centrifuges, digester mixing and foam suppression, and additional biosolids storage.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$

Comments:

The project is new for the 2025 Capital Improvements Program.

Council Priorities: Fiscal Sustainability

Sanitary Sewer Improvements

Wastewater Treatment Plants - Buffer Land Acquisition

Project Number: 03-0013

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 0

Project Description:

Purchase property adjacent to or near the Southwest Wastewater Treatment Plant and the Northwest Treatment Plant, as it becomes available.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 600,000

Comments:

There are no project expenditures through 2024. Past acquisitions have been reported as accomplishments. Properties will be purchased as they become available from willing sellers; total actual future cost is undetermined. Costs could be offset by renting properties to area farmers to graze livestock. This project has been included in the Capital Improvements Program since 2003.

Council Priorities: Fiscal Sustainability



SOLID WASTE Improvements

2025 Capital Improvements Program

Projects and programs included in this category of the Capital Improvements Program align with recommendations from the Integrated Plan for the Environment and the City's Comprehensive Plan. Solid Waste Facility projects and programs are identified, prioritized and scheduled to support the City's charge of implementing the voter approved Integrated Solid Waste Management System (ISWMS). The mission of the ISWMS is to provide environmental and fiscally responsible waste management for the citizens of Springfield and includes the landfill, household chemical collection center, yard waste recycling, recycling drop-off sites, education and market development programs, and licensed curbside collection services through private businesses. In addition to addressing regulatory compliance needs mandated by federal and state agencies, capital projects in this category routinely include a variety of infrastructure improvements, facility upgrades and acquisitions that support the ISWMS mission, maintain and improve the quality of life for our region and support the state solid waste management plan implemented through the Solid Waste Management District O.



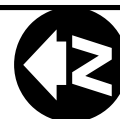
Capital Improvements Program

2025 - 2030

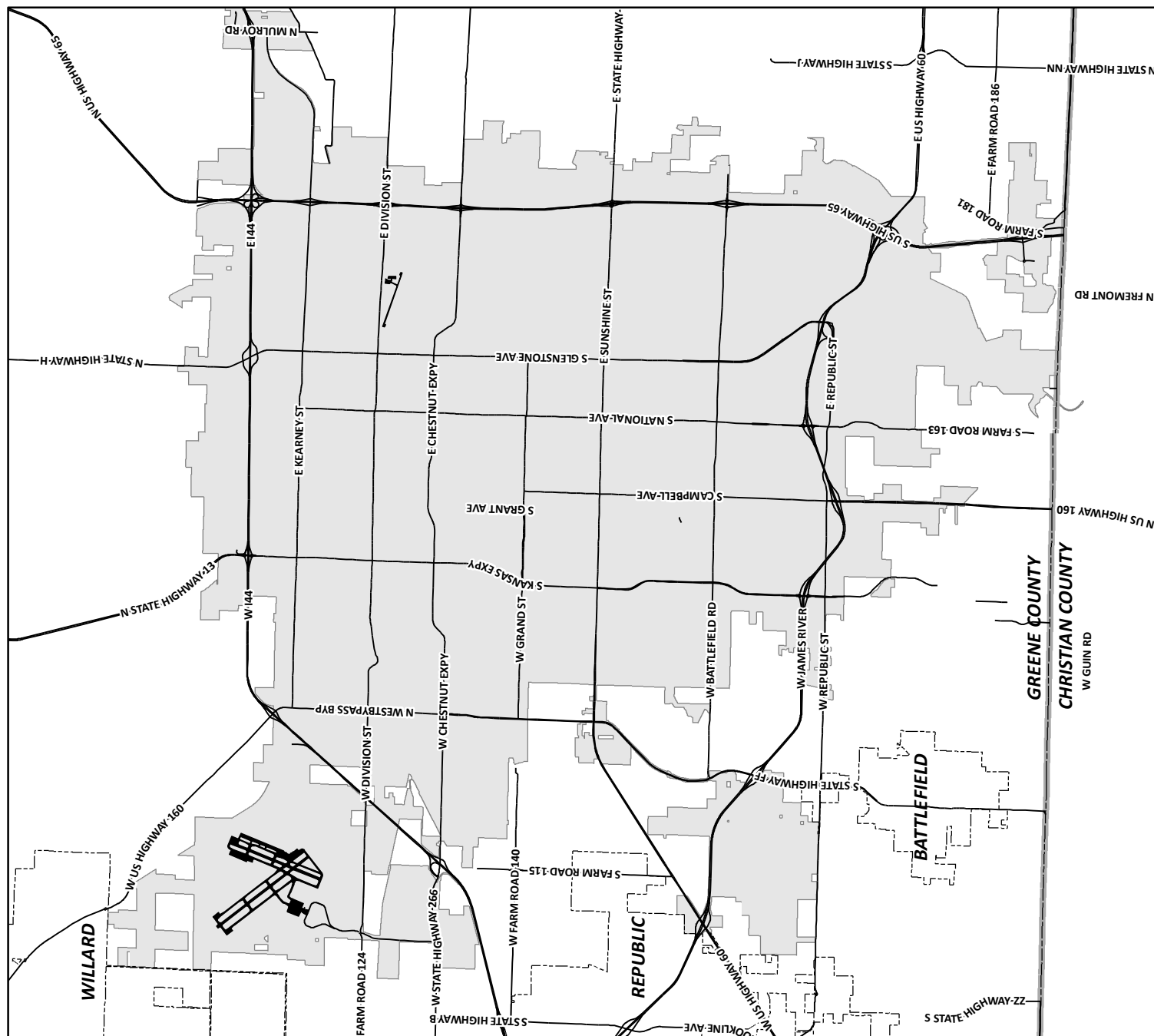
Solid Waste Improvements

- | | |
|-----------|--|
| * 17-0105 | Landfill Buffer and Property Acquisition |
| * 17-0098 | Landfill Equipment Storage and Office Improvements |
| * 19-0020 | Landfill Expansion Cell 3 |
| * 19-0021 | Landfill Expansion Cell 4 |
| * 19-0022 | Landfill Expansion Cell 5 |
| * 23-0002 | Landfill Expansion Cell 6 |
| * 24-0027 | Landfill Final Cover System |
| * 17-0099 | Landfill Gas Updates |
| * 20-0018 | Landfill Learning Lab |
| * 13-0030 | Leachate Management Improvements |
| * 17-0103 | Solid Waste Facilities Paving |
| * 23-0003 | Solid Waste Facility Security Improvements |

*** Denotes Project Located at Springfield Landfill
- Not Labeled on Map**



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Solid Waste Improvements

Landfill Buffer and Property Acquisition

Project Number: 17-0105

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 0	\$ 0	\$ 400,000

Project Description:

Acquire property as it becomes available or offered to improve City facilities and long-term operations.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 1,200,000

Comments:

There are no project expenditures through 2024. Past acquisitions have been reported as accomplishments. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Economic Vitality, Quality of Place

Landfill Equipment Storage and Office Improvements

Project Number: 17-0098

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$6,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 4,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000

Project Description:

Design and construct an equipment storage building potentially including a parts storage bay as well as salt storage bay. This project may also include office updates as necessary.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 6,000,000

Comments:

Project expenditures are estimated at \$2,100,000 through 2024. Equipment storage improvements have been completed. The initial design for office improvement/expansion are being finished with construction targeted for 2024. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Fiscal Sustainability, Economic Vitality

Landfill Expansion Cell 3

Project Number: 19-0020

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$16,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 8,000,000	\$ 8,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, prepare subgrade, update related utilities and infrastructure, and construct a 12-acre landfill cell with composite liner, leachate collection and control piping, grading and drainage to provide approximately 10 years of waste disposal capacity.

Proposed Funding Sources:

State Revolving Funds (SRF) \$ 16,000,000

Comments:

Project expenditures are estimated at \$2,000,000 through 2024. Portions of the design, subgrade and infrastructure have occurred with construction to follow at a later date. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Economic Vitality, Fiscal Sustainability

Solid Waste Improvements

Landfill Expansion Cell 4

Project Number: **19-0021**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$5,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,000,000	\$ 0

Project Description:

Design, prepare subgrade, update related utilities and infrastructure, and construct a 5.5-acre landfill cell with composite liner, leachate collection and control piping, grading and drainage to provide approximately 10 years of waste disposal capacity.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 5,000,000

Comments:

Project expenditures are estimated at \$800,000 through 2024. Portions of the design, subgrade and infrastructure have occurred with construction to follow at a later date. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Economic Vitality, Fiscal Sustainability

Landfill Expansion Cell 5

Project Number: **19-0022**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	\$ 0

Project Description:

Design, prepare subgrade, update related utilities and infrastructure, and construct an 8.2-acre landfill cell with composite liner, leachate collection and control piping, grading and drainage to provide approximately 10 years of waste disposal capacity.

Proposed Funding Sources:

State Revolving Funds (SRF) \$ 4,000,000

Comments:

Project expenditures are estimated at \$750,000 through 2024. Portions of the design, subgrade and infrastructure have occurred with construction to follow at a later date. This project has been included in the Capital Improvement Program since 2019.

Council Priorities: Economic Vitality, Fiscal Sustainability

Landfill Expansion Cell 6

Project Number: **23-0002**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$3,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 2,500,000

Project Description:

Design, prepare subgrade, and construct approximately 6-acre landfill cell with composite liner, leachate collection and control piping, grading and drainage to provide approximately eight years of waste disposal capacity.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 3,000,000

Comments:

Project expenditures are estimated at \$58,500 through 2024. This project is a new addition to the Capital Improvements Program.

Council Priorities: Economic Vitality

Solid Waste Improvements

Landfill Final Cover System

Project Number: **24-0027**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Installation of the final cover system for the closed portions of the landfill.

Proposed Funding Sources:

State Revolving Funds (SRF) \$ 4,000,000

Comments:

There have been \$50,000 in expenditures through 2024.

Council Priorities: Public Safety, Fiscal Sustainability

Landfill Gas Updates

Project Number: **17-0099**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$80,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 300,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 79,500,000

Project Description:

Maintenance and necessary update/replacement of aged equipment per changing regulations, and landfill gas expansion.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 3,000,000

State Revolving Funds (SRF) \$ 77,000,000

Comments:

Project expenditures estimated at \$11,000,000 through 2024. The initial improvements to the gas system must be completed by 2024 to maintain compliance. The highest and best use of the gas is being determined and may result in construction of a renewable gas facility with an approximate cost of \$80,000,000. These projects may be partially funded with low interest bond, in partnership with MDNR and EIERA. This work includes Phase VI of the gas collection system and the procurement of the Noble Hill Generation Facility. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Economic Vitality, Fiscal Sustainability, Quality of Place

Solid Waste Improvements

Landfill Learning Lab

Project Number: 20-0018

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

A Landfill Learning Lab is proposed that would allow landfill field trips to be delivered regardless of weather conditions. The lab space could also be utilized for expanding community programs to audiences of varying ages and incorporate a wide range of solid waste topics. An approximate 2,000 square foot facility is recommended. This would accommodate up to 50 adults, plus countertop, sink and storage space, installation of technology, tables/chairs and 2 restrooms. The landfill continues to increase in popularity as a field trip/community awareness destination. In 2016, 535 participants toured the landfill, while in 2019 there were 2,066 participants who toured the landfill. Landfill field trips were significantly impacted in 2020 and early 2021 due to COVID-19. However, schools and community groups are resuming normal site visits and tours.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 1,000,000

Comments:

There are no projected expenditures through 2024. Costs could be partially funded by a Waste District "O" grant or other environmental education grant sources. This project been included to the Capital Improvements Program since 2020.

Council Priorities: Quality of Place, Fiscal Sustainability, Economic Vitality

Leachate Management Improvements

Project Number: 13-0030

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 2,000,000	\$ 0

Project Description:

Design, permit and construct necessary piping, pumps and controls to manage and treat leachate in compliance with all applicable permits. Project may include additional storage capacity such as an additional pond, storage tanks, chemical treatment systems, or other updates as required by applicable regulations.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 4,600,000

Comments:

Project expenditures are estimated at \$500,000 through 2024. This project has been included in the Capital Improvements Program since 2013.

Council Priorities: Quality of Place, Public Safety, Fiscal Sustainability

Solid Waste Improvements

Solid Waste Facilities Paving

Project Number: 17-0103

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$800,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 400,000

Project Description:

Review facility access and repair or update paving as needed to maintain and or improve access to facilities.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 800,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Quality of Place, Public Safety

Solid Waste Facility Security Improvement

Project Number: 23-0003

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$1,100,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 250,000	\$ 0	\$ 250,000	\$ 250,000	\$ 350,000	\$ 0	\$ 0

Project Description:

Repair and replace fencing, lighting, cameras, gates, and other security and facility access controls across solid waste division facilities. These improvements will provide better site access for employees and customers, as well as improving site safety and control.

Proposed Funding Sources:

City Solid Waste Fund Balance Reserves \$ 1,100,000

Comments:

There are no project expenditures through 2024. This project is a new addition to the Capital Improvements Program.

Council Priorities: Public Safety



STORMWATER Improvements

2025 Capital Improvements Program

Projects included in this category of the Capital Improvements Program are primarily focused on reducing flooding to streets and private property and have been selected based on a systematic process of evaluating over 6,300 service requests, related to stormwater, that the City has received from citizens since the late 80's. This data-driven method assesses service requests based on four criteria. These include severity of flooding, frequency of flooding, public safety concerns, and maintenance burden. In addition, projects are also created where improvements are needed to repair or maintain the existing infrastructure. The Stormwater Program has been predominantly funded out of the ¼ Cent Capital Improvement Sales Tax and Level Property Tax with additional funding provided from the Detention Buyout Fund.

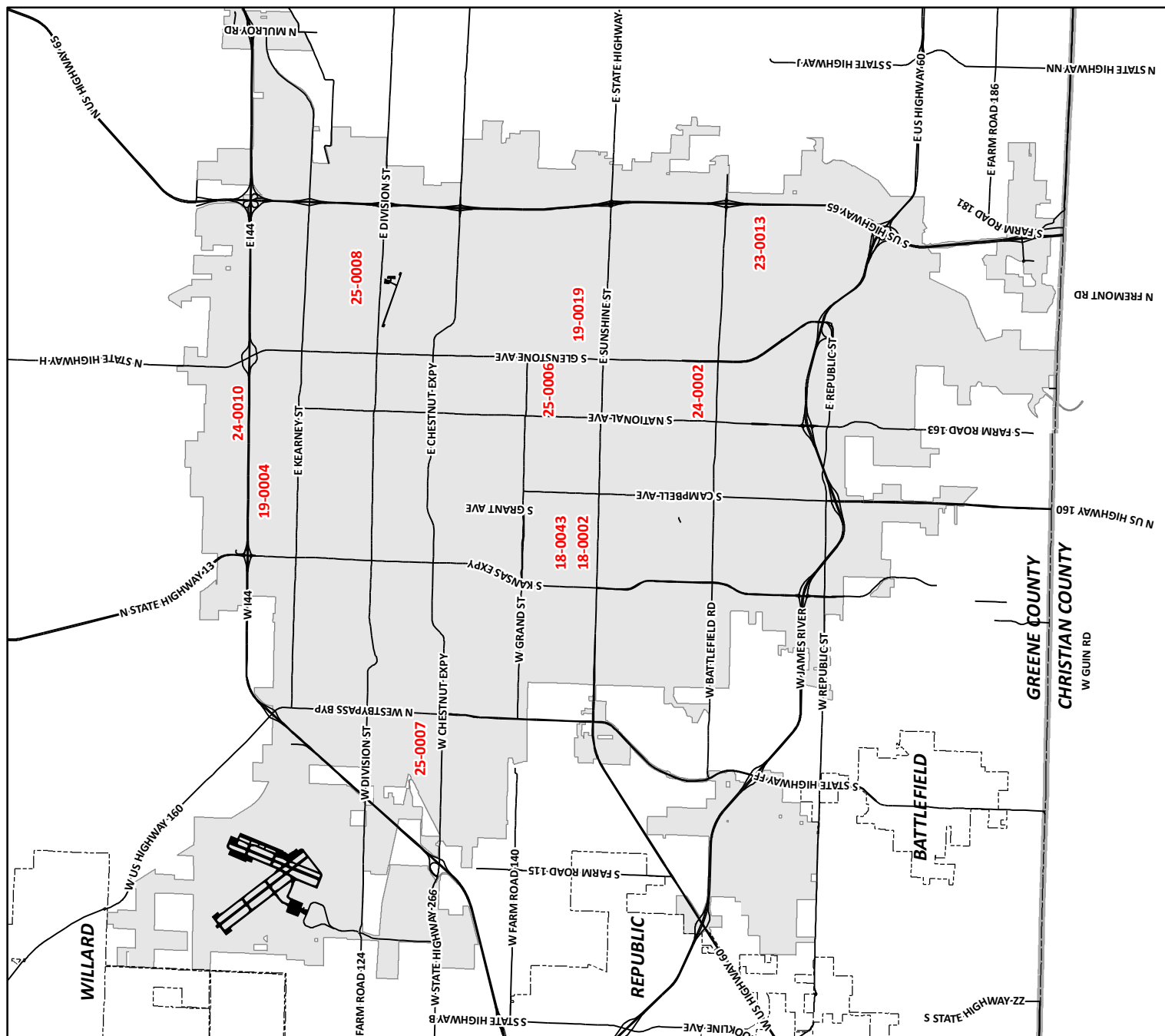
Stormwater Improvements (Map 1 of 2)

- | | |
|-----------|---|
| * 19-0040 | 2019-2024 Stormwater Permit Compliance and Flood Control Projects |
| 23-0013 | Chimney Hills Subdivision Stormwater Improvements |
| * 17-0059 | Floodplain Acquisition |
| 19-0004 | Grant Avenue from Norton Road to Woodridge St. Stormwater Improvements |
| * 21-0001 | Green Infrastructure Projects |
| 19-0019 | Loren Street and Karla Avenue to Bennett Street and Meadowview Avenue Stormwater Improvements |
| 24-0002 | Metal Pipe Rehabilitation Project from Bradford Lake to Primrose St |
| 24-0010 | Oscar Blom Golf Course Stream Restoration Phase 1 |
| 18-0002 | Renew Jordan Creek Box Culvert Segment Phelps to Boonville |
| 18-0043 | Renew Jordan Creek Phase I From Main to Boonville |
| 25-0008 | Blaine Detention Basin Green Infrastructure Improvements |
| 25-0006 | Stormwater Improvements along Pickwick Ave and Catalpa St |
| 25-0007 | Westgate and Billings Green Infrastructure Improvements |

* Denotes City-Wide Program - Not Labeled on Map



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Capital Improvements Program

2025 - 2030

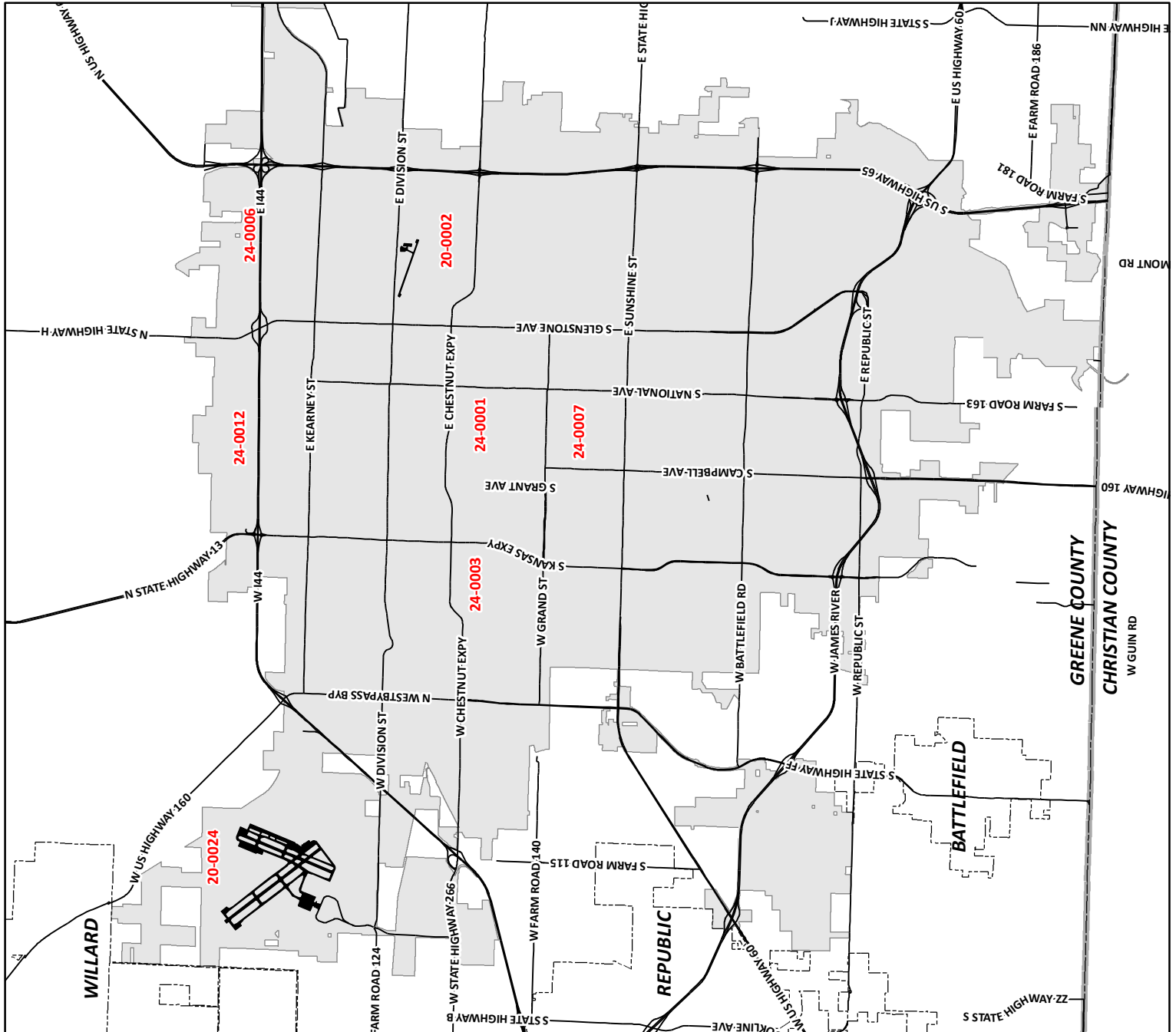
Stormwater Improvements (Map 2 of 2)

- 20-0002 Rockhurst Street - Patterson Avenue to Cedarbrook Avenue
- 24-0012 South Dry Sac Streambank Stabilization
- * 98-0004 Stormwater Improvements - Miscellaneous Small Projects
- 24-0007 Stormwater Improvements along Kimbrough Ave and Harrison St between Cherry
- 24-0001 Stormwater Improvements along Tampa St between Main Ave and Campbell Ave
- 24-0006 Stormwater Improvements near Stewart Ave and Smith St
- * 18-0038 Stormwater System Condition Assessment and Replacement
- 24-0003 Westport Branch Green Infrastructure and Stormwater Improvements
- 20-0024 Willard Road Stormwater Improvements near Springfield/Branson Regional Airport

* Denotes City-Wide Program - Not Labeled on Map



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Stormwater Improvements

2019-2024 Stormwater Permit Compliance and Flood Control Projects

Project Number: 19-0040

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$100,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50,000

Project Description:

Design, acquire right-of-way, and construct stormwater improvements to address flooding, restore floodplains and riparian corridors, and improve water quality. Projects may include but are not limited to installation of culverts, bridges, or underground storm sewer systems, construction of or modifications to detention basins, channel and floodplain restorations, and acquisition of flood prone properties.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 100,000

Comments:

Project expenditures are estimated at \$30,000 through 2023. Major projects will be reported as accomplishments or are reported on separate summary pages. This program has been included in the Capital Improvements Program since 2011. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvement Sale Tax projects and programs beyond 2024.

Council Priorities: Quality of Place, Public Safety

Blaine Detention Basin Green Infrastructure Improvements

Project Number: 25-0008

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$4,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 200,000	\$ 800,000	\$ 3,500,000	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, and construct green infrastructure and stormwater improvements to provide water quality treatment and reduce flooding along the North Branch Jordan Creek at 2825 E Blaine. Existing city-owned property will be the likely targeted areas of infrastructure improvement.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 4,500,000

Comments:

There are no project expenditures through 2024. This project is a new addition to the Capital Improvements Program.

Council Priorities: Quality of Place, Public Safety

Stormwater Improvements

Chimney Hills Subdivision Stormwater Improvements

Project Number: **23-0013**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,300,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 1,200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, and construct stormwater improvements from Mimosa St. north along the rear yards of properties in the 3100 block of S. Patterson Ave. to replace failing stormwater infrastructure. This project was generated from citizen complaints.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 1,300,000

Comments:

There are no project expenditures through 2024.

Council Priorities: Public Safety, Quality of Place

Floodplain Acquisition

Project Number: **17-0059**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 0

Project Description:

Acquire and remove structures which have a history of flooding and either can't be protected from flooding by constructing stormwater improvements or acquisition and removal is a more cost effective approach. Acquisition will be on a voluntary basis from willing sellers. Properties will be converted to floodplain or a detention area.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 300,000

State Stormwater Grant \$ 300,000

Comments:

Past acquisitions have been reported as completed projects. This funding may be used as a match along with grant funding from SEMA through their Hazard Mitigation Grant Programs (HMGP) to acquire flood prone properties and remove them from the floodplain. State grant funding will require City Council approval.

Council Priorities: Public Safety

Stormwater Improvements

Grant Avenue from Norton Road to Woodridge Street Stormwater Improvements

Project Number: **19-0004**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,155,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,004,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 151,000

Project Description:

Design, acquire right-of-way, acquire real property and real property interest, and construct stormwater improvements along Grant Avenue from Norton Road to Woodridge Street. The project will reduce flooding to streets and private property in the neighborhood. This project was generated from citizen flooding complaints.

Proposed Funding Sources:

Stormwater Detention Buyout Funds	\$ 150,000
1/4-cent Capital Improvement Sales Tax	\$ 525,000
Level Property Tax	\$ 480,000

Comments:

Project expenditures are estimated at \$151,000 through 2023. This project has been included in the Capital Improvements Program since 2019. This project is partially funded through Level Property Tax, the traditional 1/4-cent Capital Improvement program, Floodplain Acquisitions and Stormwater Improvement, and Stormwater Detention Buyout Funds.

Council Priorities: Public Safety, Quality of Place

Green Infrastructure Projects

Project Number: **21-0001**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$21,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 9,000,000

Project Description:

This project includes several green infrastructure improvements and programs to protect water quality by reducing or treating stormwater runoff. Examples of these types of projects include rain gardens, pervious pavement, stream restoration and riparian corridor improvements. These improvements may be implemented as enhancements to other projects and may include cost share agreements with other public and private property owners. This fund and project may also be used to acquire key properties in green infrastructure project areas or stream and riparian improvement opportunities.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves	\$ 21,000,000
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Comments:

This project has been included in the Capital Improvements Program since 2021. Smaller improvement projects and programs may be funded from the Sewer System annual operating budget. Larger projects and programs may be budgeted as part of the construction budget which will be subject to Council approval. As projects are identified they may be listed separately, or as stand-alone or enhancements to other types of improvement projects.

Council Priorities: Quality of Place, Public Safety

Stormwater Improvements

Loren St & Karla Ave to Bennett St & Meadowview Ave Stormwater Improvement

Project Number: 19-0019

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,450,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,285,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 165,000

Project Description:

Design, acquire right-of-way, acquire real property and real property interest, and construct stormwater improvements from Loren Street and Karla Avenue to Bennett Street and Meadowview Avenue. The project will reduce flooding to streets and private property in the neighborhood. This project was generated from citizen flooding complaints.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 612,000
ARPA Federal Grant	\$ 838,000

Comments:

Project expenditures expected to be \$165,000 through 2023. This project has been included the Capital Improvements Program since 2020. Federal funding will require City Council approval.

Council Priorities: Public Safety, Quality of Place

Metal Pipe Rehabilitation Project from Bradford Lake to Primrose St

Project Number: 24-0002

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, to rehabilitate or replace the culvert between Bradford Lake and Primrose St. This project was generated when PW staff was contacted by the property owner after a small collapse occurred immediately upstream of the lake. A visual inspection of the underground metal pipe revealed that the invert is severely corroded with complete section loss in some areas.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 1,000,000
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Comments:

There are no project expenditures through 2024.

Council Priorities: Public Safety, Quality of Place

Stormwater Improvements

Oscar Bloom Golf Course Stream Restoration Phase 1

Project Number: 24-0010

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$800,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 120,000	\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will include design and construction of streambank stabilization and riparian planting improvements for a portion of the stream through the golf course.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves	\$ 785,000
Watershed Committee	\$ 15,000

Comments:

Project expenditures are estimated at \$32,000 through 2024. This project has been in the Capital Improvements Program since 2024.

Council Priorities: Quality of Place, Public Safety

Renew Jordan Creek Box Culvert Segment Phelps to Boonville

Project Number: 18-0002

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$4,409,483

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 2,409,483	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, acquire real property and real property interest, construct stormwater improvements through the parcel at the Southeast corner of Boonville and Phelps to increase capacity and reduce flooding in the downtown area along the Jordan Creek.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 2,000,000
ARPA Federal Grant	\$ 2,000,000
City Sanitary Sewer System Fund Balance Reserves	\$ 409,483

Comments:

Project expenditures are estimated at \$206,000 through 2023. This project is part of a larger project to daylight Jordan Creek through downtown which will improve water quality, spur economic development, and ultimately reduce flooding through this heavily developed area. Design will further determine the extent of the project. This project has been included in the Capital Improvements Program since 2018. Funding for this project will require City Council approval.

Council Priorities: Quality of Place, Public Safety

Stormwater Improvements

Renew Jordan Creek Phase I From Main to Boonville

Project Number: 18-0043

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$27,098,679

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 10,000,000	\$ 12,396,279	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,702,400

Project Description:

Design, acquire right-of-way, and construct stormwater and water quality improvements along Jordan Creek from Main Avenue to Boonville Avenue to prevent structural and street flooding, restore floodplains, enhance water quality and spur economic development in the downtown area. Project will include acquisition of parcels at 334 N. Main Avenue, 353 N. Campbell Avenue, and 237 W. Mill Street in addition to acquisition of other right-of-way easements and parcels as necessary for construction of the improvements.

Proposed Funding Sources:

MoDNR Stormwater Grant	\$ 400,000
Level Property Tax	\$ 7,539,056
ARPA Federal Grant	\$ 5,500,000
City Sanitary Sewer System Fund Balance Reserves	\$ 3,000,000
Environmental Protection Agency (EPA) Grant	\$ 300,000
ARPA Federal Grant	\$ 3,749,711
State Revolving Funds (SRF)	\$ 5,710,000
State Stormwater Grant	\$ 2,000,000
State Stormwater Grant	\$ 1,500,000

Comments:

Project expenditures are estimated at \$4,000,000 through 2024. This project has been included in the Capital Improvements Program since 2018. Federal Grant Funding, City Sanitary Sewer System Fund Balance Reserves, and Funding to be Identified will require City Council approval.

Council Priorities: Quality of Place, Public Safety, Economic Vitality

Rockhurst Street - Patterson Avenue to Cedarbrook Avenue

Project Number: 20-0002

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,727,896

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,727,896	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, acquire real property and real property interest, and construct stormwater improvements along Rockhurst Street from Patterson Avenue to the regional detention basin in Glenwood Park along Cedarbrook Avenue. The project will reduce flooding to streets and properties in the neighborhood as well as incorporate green infrastructure and water quality enhancements. This project was generated from citizen flooding complaints.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 375,201
City Sanitary Sewer System Fund Balance Reserves	\$ 327,940
ARPA Federal Grant	\$ 2,024,755

Comments:

Project expenditures are estimated at \$173,000 through 2023. This project has been included in the Capital Improvements Program since 2020. Federal funds will require city council approval.

Council Priorities: Quality of Place, Public Safety

Stormwater Improvements

South Dry Sac Streambank Stabilization

Project Number: **24-0012**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$750,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will provide streambank stabilization to the South Dry Sac stream in two areas where erosion is threatening existing 42" trunk sewer mains. Riparian stream restoration methods will be utilized to stabilize this stream reach which is in a category of green infrastructure.

Proposed Funding Sources:

Sanitary Sewer System Retained Earnings \$ 750,000

Comments:

Project expenditures are estimated at \$150,000 through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability

Stormwater Improvements - Miscellaneous Small Projects

Project Number: **98-0004**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 0

Project Description:

Construct miscellaneous stormwater drainage improvement projects. This is an annual program and is dependent on the availability of stormwater detention buyout funds. These smaller projects can be designed in-house and constructed by street maintenance staff. Project is contingent upon acquisition of right-of-way.

Proposed Funding Sources:

Stormwater Detention Buyout Funds \$ 600,000

Comments:

Past projects have been reported separately as an accomplishment. This project has been included in the Capital Improvements Program since 1998.

Council Priorities: Public Safety

Stormwater Improvements along Kimbrough Ave. and Harrison St. between Cherry a

Project Number: **24-0007**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,980,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 480,000	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, to reduce flooding to the property at 609 E. Cherry St. and to the intersection of Kimbrough Ave. and Cherry St. This project was generated from service requests for flooding from staff at Missouri State University.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 2,980,000

Comments:

Approximately \$20k in project expenditures through 2024.

Council Priorities: Public Safety, Quality of Place

Stormwater Improvements

Stormwater Improvements along Pickwick Ave and Catalpa St

Project Number: **25-0006**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 900,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, to construct stormwater improvements to replace failing infrastructure along Pickwick Ave. and Catalpa St. This project was generated from inspections performed as part of the Stormwater Condition Assessment program which identified box culverts along Pickwick Ave. and Catalpa St. in poor condition characterized by buckling walls, and longitudinal cracks in the bottom and top slabs. For some portions of the box culvert the top slab also serves as a sidewalk or driveway.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 1,000,000

Comments:

Council Priorities: Public Safety

Stormwater Improvements along Tampa St. between Main and Campbell

Project Number: **24-0001**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$965,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 165,000	\$ 800,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, and construct stormwater improvements to reduce flooding to Tampa Street and the property at 444 W. Tampa St. This property was generated by repeated flooding and damage to 444 W. Tampa St.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 965,000

Comments:

Approximate \$35k in project expenditures through 2024.

Council Priorities: Public Safety, Quality of Place

Stormwater Improvements near Stewart Ave. and Smith St.

Project Number: **24-0006**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 100,000	\$ 2,300,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, to repair or replace the culvert and walls along Grandview Branch near the intersection of Stewart Ave. and Smith St. The concrete masonry unit (CMU) wall failed in early 2023 with approx. 20 linear feet of wall collapsing into the channel. City Bridge and Waterway crews constructed temporary repairs. This project was generated by the need to fix deteriorating infrastructure.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 2,500,000

Comments:

There are no project expenditures through 2024.

Council Priorities: Public Safety, Quality of Place

Stormwater Improvements

Stormwater System Condition Assessment and Replacement

Project Number: 18-0038

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$100,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Inspect and assess the condition of the City's underground stormwater system to identify critical infrastructure in need of replacement. Project will establish an inventory of the City's underground storm sewer system with a condition rating for future planning of the construction of storm sewer replacement and improvement projects.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 100,000

Comments:

Project expenditures are estimated at \$420,000 through 2023. This project has been included in the Capital Improvements Program since 2018. This Condition Assessment project is funded through the traditional 1/4-cent Capital Improvement program, Floodplain Acquisitions and Stormwater Improvement, which has been included in the Capital Improvements Program since 2011. Funding for future storm sewer improvement projects identified and determined from this Condition Assessment will require City Council approval of a future funding source.

Council Priorities: Public Safety

Westgate and Billings Green Infrastructure Improvements

Project Number: 25-0007

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 500,000	\$ 1,900,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, and construct green infrastructure and stormwater improvements to provide water quality treatment and reduce flooding along the North Fork Nichols Branch near the intersection of Westgate and Billings. Existing city-owned property will be the likely targeted areas of infrastructure improvement.

Proposed Funding Sources:

City Sanitary Sewer System Fund Balance Reserves \$ 2,500,000

Comments:

There are no project expenditures through 2024. This project is a new addition to the Capital Improvements Program.

Council Priorities: Quality of Place, Public Safety

Stormwater Improvements

Westport Branch Green Infrastructure and Stormwater Improvements

Project Number: **24-0003**

Department: Environmental Services

Total Project Cost Including Past and Future Spending Plan: \$2,400,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 1,400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, other real property, and property interest, and construct green infrastructure and stormwater improvements to provide water quality treatment and reduce flooding to properties along an unnamed tributary to Westport Branch between Phelps St. and Chestnut St. The flood control portion of this project was generated from service requests from the property located at 2621 W. Phelps St. for flooding.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 100,000
City Sanitary Sewer System Fund Balance Reserves	\$ 1,900,000
Environmental Protection Agency (EPA) Grant	\$ 400,000

Comments:

Project expenditures are estimated at \$300,000 through 2024. This project has been in the Capital Improvements Program since 2024. The proposed EPA federal funding will require City Council approval.

Council Priorities: Quality of Place, Public Safety

Willard Road Stormwater Improvements near Springfield/Branson Regional Airport

Project Number: **20-0024**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, acquire other real property and property interest, and construct stormwater improvements along Willard Road between Ritter Road and General Aviation Avenue as well as on airport property. The project will reduce flooding to streets and airport property.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 500,000
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Comments:

Project expenditures are estimated at \$3,000 through 2023. This project has been included in the Capital Improvements Program since 2020. Funding will require City Council approval.

Council Priorities: Quality of Place, Public Safety



STREET Improvements

2025 Capital Improvements Program

Projects and programs included in this category of the Capital Improvements Program align with recommendations from the Comprehensive Plan and a number of agency, regional, and community programs. Street improvements represents a collection of projects and programs that have been identified by City Staff through a variety of assessment methods and studies that focus on facility need, safety, connectivity, traffic congestion, condition and requests from citizens. Some projects represent long-term projects and unfunded needs, while others represent targeted projects to be identified as programs administered over the course of the program cycle. Street improvements routinely include a variety of infrastructure improvements that receive funding from targeted revenue streams, special taxing districts and funding support from partnering agencies, including the county, the state, federal governments and developers. Many of the projects include the integration of other improvements critical to comprehensively improving the system, such as stormwater, sidewalks, trail connections, and utility relocation/improvement.



Capital Improvements Program

2025 - 2030

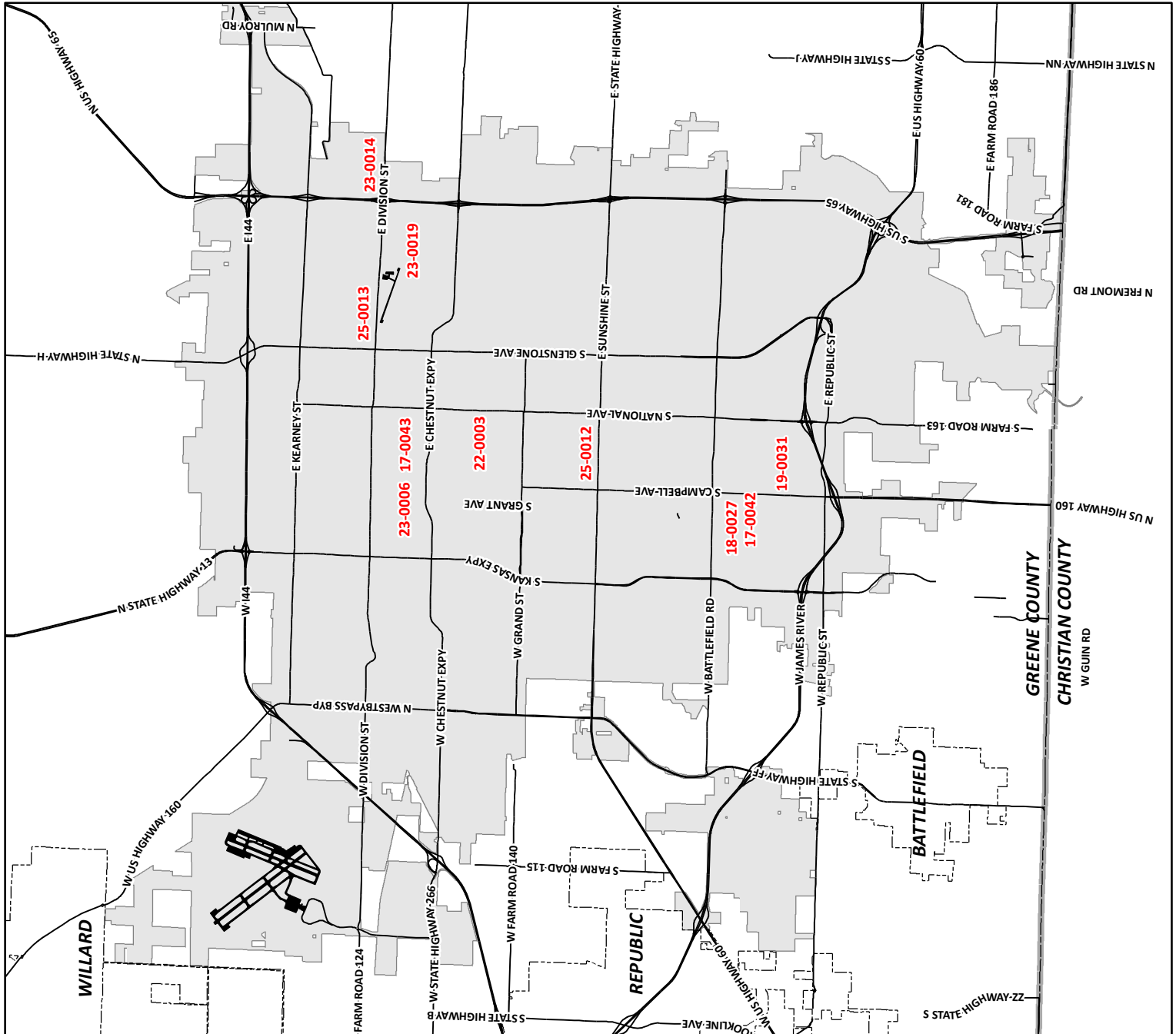
Street Improvements (Map 1 of 3)

- * 20-0005 2021-2025 Bridge Repair and Replacement
17-0042 Campbell & Walnut Lawn Intersection
Improvements - Design & Partial ROW
- 18-0027 Campbell and Walnut Lawn Intersection
Improvements - Construction
- 19-0031 Campbell Avenue from Republic to
Westview-Design and Partial Right-of-Way
- 17-0043 Central Street Phase 2 - Grant to Clay -
Design and Partial Right-of-Way
- 22-0003 Cherry Street Safety Improvements-
Weller Avenue to Kentwood Avenue
- 23-0006 Clifton Avenue from Kearney to High Street
- 23-0019 Division/Pythian Railroad Crossing
Elimination Concept Design
- 23-0014 Eastgate Extension - Division to LeCompte
- * 25-0031 2025-2029 Street Stabilization and Major
Repaving
- * 25-0032 2025 Federal Pavement Resurfacing Project
- * 25-0038 2025-2029 Public/Private Shared Cost and
Economic Development
- * 25-0018 2028-2032 1/4-cent Capital Improvement
Sales Tax Program
- * 25-0020 2029-2033 1/8-cent Transportation Sales
Tax Program
- 25-0013 Division - Glenstone to US65
- * 25-0037 Metro/Safety Signs and Markings
- 25-0012 Sunshine Corridor Study

* Denotes City-Wide Program - Not Labeled on Map



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Capital Improvements Program

2025 - 2030

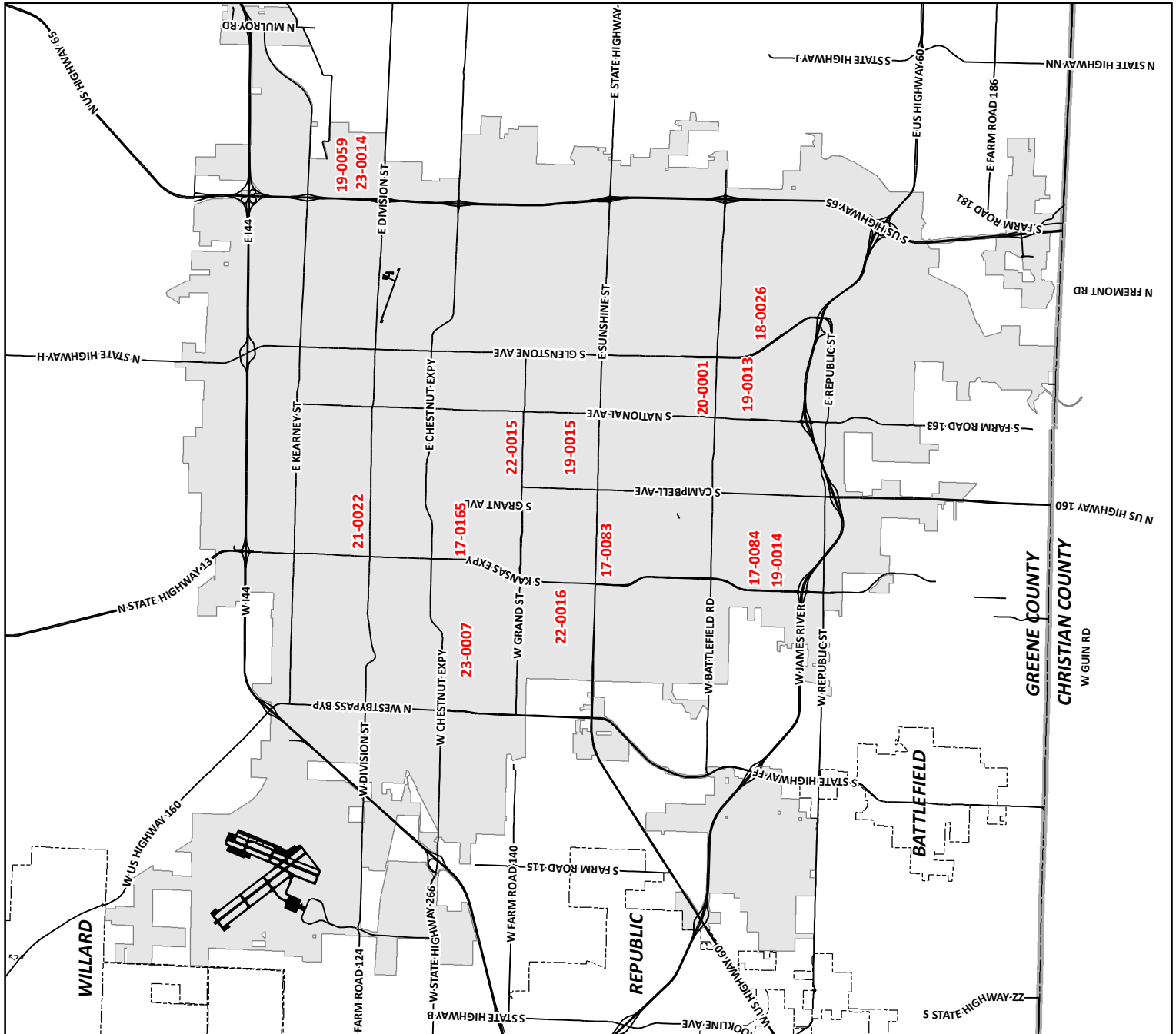
Street Improvements (Map 2 of 3)

- 23-0014 Eastgate Extension - Division to LeCompte
- 19-0013 Fremont Avenue from Erie Street to Independence Street
- 18-0026 Galloway Street - Luster to Lone Pine - Construction
- 22-0015 Grand Street Improvements Near Pedestrian Underpass
- 21-0022 Grant Avenue Bridge Rehabilitation
- 23-0007 Hilton Avenue from Mt. Vernon Street to Walnut Street
- 19-0014 Kansas Avenue between Maplewood Street and Walnut Lawn Street
- 17-0083 Kansas Expressway and Sunset Street Intersection Improvements
- 17-0084 Kansas Expressway and Walnut Lawn Intersection Improvements
- 22-0016 Kansas Expressway Improvements from Bennett Street to South of Sunshine Street
- 19-0059 LeCompte Road Improvements
- 17-0165 Main Avenue Bridge over Jordan Creek
- 20-0001 National Avenue - Battlefield to Walnut Lawn
- 19-0015 National Avenue and Sunset Street Intersection Improvements

* Denotes City-Wide Program - Not Labeled on Map



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Capital Improvements Program

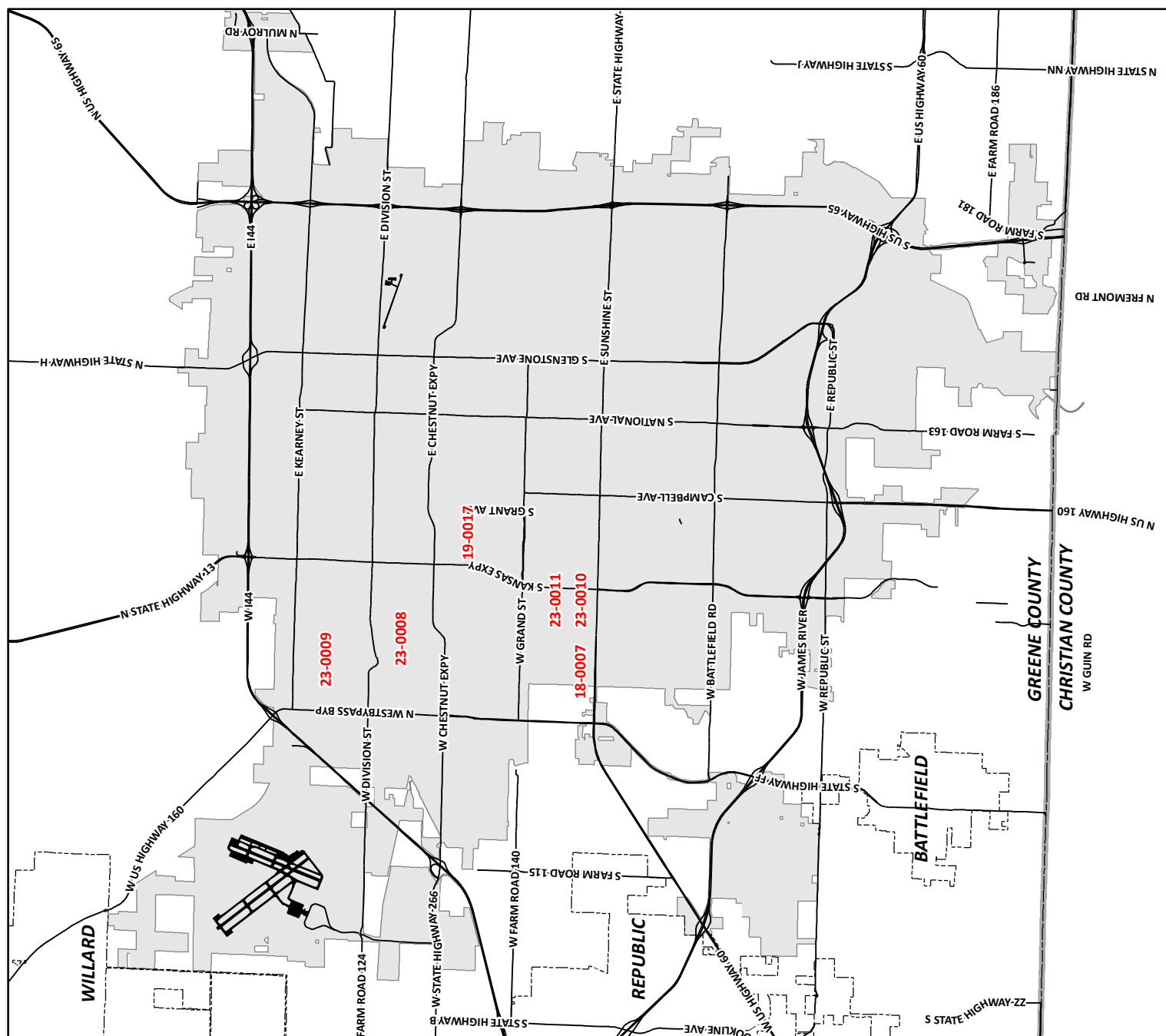
2025 - 2030

Street Improvements (Map 3 of 3)

23-0008	Nichols Street from Dickerson Avenue to Hutchinson Avenue
23-0009	Pacific Street from Colgate Avenue to Golden Avenue
18-0007	Scenic Avenue Bridge over Wilson Creek
23-0010	Scenic Avenue from Catalpa Street to Sunshine Street
23-0011	Scenic Avenue from Olive Street to Catalpa Street
19-0017	Walnut Street Bridge over Jordan Creek



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Street Improvements

2021-2025 Bridge Repair and Replacement

Project Number: 20-0005

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$90,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 90,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and construct improvements to repair or replace bridges in the City. Some bridges may have become structurally deficient. This program will enhance the safety of the traveling public by improving and increasing the load bearing capacity on these routes.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 90,000

Comments:

Project expenditures are estimated at \$110,000 through 2024. The Grant Avenue Bridge Rehabilitation project is funded from this program and reported separately. This program has been included in the Capital Improvements Program since 2013. Funding beyond this program will require City Council approval of 1/8-cent Transportation Sales Tax projects and programs beyond 2025.

Council Priorities: Public Safety

2025 - 2029 Street Stabilization and Major Repaving

Project Number: 25-0031

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$14,700,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,400,000	\$ 4,187,500	\$ 4,000,000	\$ 3,550,000	\$ 3,562,500	\$ 0	\$ -3,000,000

Project Description:

Stabilize or upgrade structurally deficient local streets. Project also includes high priority resurfacing on the major thoroughfare system to protect and preserve significant transportation assets such as portions of Battlefield Road, Sunshine Street and National Avenue.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 8,000,000
1/8-cent Transportation Sales Tax \$ 5,700,000
Greene County Road & Bridge Tax \$ 4,000,000

Comments:

This project includes the traditional Capital Improvements Project to pave residential streets that has been part of the 1/4-cent Capital Improvement Sales Tax program since 1989. A Street Stabilization project has been included in the Capital Improvements Program since 1994. Federal STBG Grant funding and 1/4-cent Capital Improvement Sales Tax funding will require City Council approval beyond 2024. The project would accommodate any bridge repairs needed through 2029.

Council Priorities: Public Safety

Street Improvements

2025 Federal Pavement Resurfacing Project

Project Number: 25-0032

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$6,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 6,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Resurfacing of approximately 400,000 SY of roadway

Proposed Funding Sources:

Federal STBG Grant - City	\$ 5,200,000
Greene County Road & Bridge Tax	\$ 1,300,000

Comments:

This project is a new addition to the Capital Improvement Program. This project is funded through the Greene County Road and Bridge Tax and Federal STBG.

Council Priorities: Public Safety

2025-2029 Public/Private Shared Cost and Economic Development

Project Number: 25-0038

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$4,700,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,016,667	\$ 402,000	\$ 1,027,000	\$ 944,000	\$ 1,310,333	\$ 0	\$ 0

Project Description:

Design and construct or expand the scope of existing infrastructure improvements with inter-governmental, public or private partners that promote and encourage economic development opportunities.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 2,800,000
1/8-cent Transportation Sales Tax	\$ 1,900,000

Comments:

The Grant Avenue Connect Parkway project is funded from this program and reported separately. Major projects will be reported as accomplishments or are reported on separate summary pages. This is a traditional 1/4-cent Capital Improvement program and has been included in the Capital Improvements Program since 2000.

Council Priorities: Quality of Place, Public Safety

Street Improvements

2028-2032 1/4-cent Capital Improvement Sales Tax Program

Project Number: **25-0018**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$68,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000	\$ 16,875,000	\$ 50,625,000

Project Description:

Design, acquire right-of-way, and construct various improvements at locations to be determined. Proposed projects are to be determined. Proposed continuing programs may include: Sidewalk Reconstruction, School Sidewalks, Traffic Calming, Street Stabilization, Metro Signs and Markings, Reforestation, Stormwater Permit Compliance and Flood Control, Street Concept Design, Center City Development and Shared Cost/Economic Development. Funds from this proposed capital improvement sales tax program could be leveraged through continued partnership with MoDOT and/or Greene County as well as federal grants and other third-party cost share public-private investments.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 68,000,000

Comments:

There are no project expenditures through 2024. This future program requires City Council approval of the projects and programs to be funded. This would be the third phase within the 20-year tax cycle approved by voters and does not include possible investments from MoDOT, Greene County, grants or other funding sources that may be leveraged with the sales tax funds. This program would be a continuation of the 1/4-cent Capital Improvement Sales Tax first approved by voters in 1989 and subsequently every three years since then through 2019. In 2019 the 1/4-cent Capital Improvement Sales Tax was renewed for a 20-year period.

Council Priorities: Public Safety

2029-2033 1/8-cent Transportation Sales Tax Program

Project Number: **25-0020**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$34,750,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,250,000	\$ 8,375,000	\$ 25,125,000

Project Description:

Design, acquire right-of-way, and construct various transportation improvements. Proposed projects are to be determined. Proposed continuing programs may include: Traffic Flow and Safety, Walkability including sidewalks, bike routes, transit, and rail crossings, Bridge Repair/Replacement, Major Streets Resurfacing and Rehabilitation, and Shared Funding Transportation Improvements related to economic development and quality of life enhancements. Funds from this proposed transportation sales tax program could be leveraged through continued partnership with MoDOT and/or Greene County as well as federal grants and other third-party cost share public-private investments.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 34,750,000

Comments:

There are no project expenditures through 2024. This future program requires City Council approval of the projects and programs to be funded. This would be the third 4-year phase of the 20-year tax cycle approved by voters and does not include possible investments from MoDOT, Greene County, grants or other funding sources that may be leveraged with the sales tax funds. This program would be a continuation of the 1/8 Cent Transportation Sales Tax first approved by voters in 1996 and every four years since then through 2021. In 2021 the 1/8-cent Transportation Sales Tax was renewed for a 20-year period.

Council Priorities: Public Safety

Street Improvements

Campbell & Walnut Lawn Intersection Improvements - Design & Partial Right-of-Way

Project Number: 17-0042

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$650,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 650,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and acquire right-of-way, easements or real property for improvements at Campbell Avenue and Walnut Lawn Road intersection. Project will include adding lanes and new traffic signals.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 650,000

Comments:

Project expenditures are estimated at \$550,000 through 2024. This project has been included in the Capital Improvements Program since 2017.

Council Priorities: Economic Vitality, Public Safety, Quality of Place

Campbell and Walnut Lawn Intersection Improvements - Construction

Project Number: 18-0027

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$5,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 3,500,000	\$ 1,500,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construction of improvements at Campbell Avenue and Walnut Lawn Road intersection. Project will include adding lanes and new traffic signals.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 5,000,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2018. City Council approval may be required for the funding source to be identified.

Council Priorities: Economic Vitality, Public Safety, Quality of Place

Campbell Avenue from Republic to Westview - Design and Partial Right-of-Way

Project Number: 19-0031

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$210,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 210,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and acquire right-of-way, easements or real property for improvements on Campbell Avenue between Republic Road and Westview Street. This project includes adding a third southbound lane to Campbell Avenue including access management.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 210,000

Comments:

Project expenditures are estimated at \$190,000 through 2024. This project has been included in the Capital Improvements Program since 2019.

Council Priorities: Economic Vitality, Public Safety, Quality of Place

Street Improvements

Central Street Phase 2 - Grant to Clay - Design and Partial Right-of-Way

Project Number: 17-0043

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$335,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 0	\$ 100,000	\$ 235,000	\$ 0

Project Description:

Design and acquire right-of-way, easements or real property for improvements on Central Street between Grant Avenue and Clay Avenue. Future construction improvements will improve Central Street to a complete street and will include curb and gutter, sidewalks, multi-use path, stormwater conveyance and intersection improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 335,000

Comments:

Project expenditures are estimated at \$265,000 through 2024. This project had been included in the Capital Improvements Program since 2017. Construction from Grant to Clay will require City Council approval of a future funding source such as the 1/4-cent Capital Improvement Sales Tax or the 1/8-cent Transportation Sales Tax.

Council Priorities: Public Safety, Quality of Place

Cherry Street Safety Improvements- Weller Avenue to Kentwood Avenue

Project Number: 22-0003

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$542,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 42,000

Project Description:

Replace the railroad crossing at Cherry Street and Weller Avenue. Reconstruction of the intersection will add pedestrian crossing to the intersection and sidewalk along the south side of Cherry Street between Weller Avenue and Kentwood. Cherry Street will be lowered by approximately 18 inches west of Delaware Avenue to improve sight distance. The project will also incorporate stormwater improvements to Cherry Street at Fairview to address an existing sinkhole south of Fairview.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 42,500
Federal Grant Funding \$ 500,000

Comments:

Project expenditures are estimated at \$7,500 through 2024. This project has been included in the Capital Improvements Program since 2022.

Council Priorities: Public Safety

Street Improvements

Clifton Avenue from Kearney Street to High Street

Project Number: **23-0006**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$351,500

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 321,500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 30,000

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Clifton Avenue between Kearney Street and High Street. These improvements could include sidewalk, a multi-use path, and stormwater drainage improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 82,000
1/8-cent Transportation Sales Tax	\$ 82,000
ARPA Federal Grant	\$ 187,500

Comments:

Project expenditures are estimateed at \$30,000 through 2024. This project has been included in the Capital Improvements Program since 2023. Federal funding will require City Council approval and the 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales Tax funding may require City Council approval.

Council Priorities: Public Safety

Division - Glenstone to US65

Project Number: **25-0013**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 0	\$ 0

Project Description:

Design and acquire right of way, easements, or real property to construct roadway and pedestrian improvements along Division Street between Glenstone Avenue and US65.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 2,000,000
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Comments:

This is a new project added to the CIP in 2025.

Council Priorities: Quality of Place, Public Safety

Street Improvements

Division/Pythian Railroad Crossing Elimination Concept Design

Project Number: 23-0019

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,100,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will include an 80/10/10 cost share with Missouri Highways and Transportation Commission (MHTC), BNSF Railway Company (BNSF), and the City to do the planning, environmental review, and preliminary engineering of the grade separation of Division Street and BNSF Railway, and street closure of Pythian Street at BNSF Railway. The preliminary engineering will be used to apply for a Railroad Crossing Elimination Grant administered by the Federal Railroad Administration.

The City performed a Railroad Reconfiguration and Grade Separation Study in 2006. The study recommended a grade separation at Division Street and closing the existing grade crossing at Pythian Street. The concept design of a Division Street overpass and the Pythian Street closure at the existing BNSF Railroad crossing will generate the final design of future projects.

Proposed Funding Sources:

Missouri Department of Transportation (MoDOT)	\$ 800,000
Burlington Northern Santa Fe Railway	\$ 100,000
1/4-cent Capital Improvement Sales Tax	\$ 100,000
1/8-cent Transportation Sales Tax	\$ 100,000

Comments:

There are no project expenses through 2024. This project is a new addition to the Capital Improvements Program. Funding of conceptual design will require City Council approval of cost share agreements with MHTC and BNSF. Funding beyond conceptual design will also require City Council approval of a 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales Tax.

Council Priorities: Quality of Place, Public Safety

Eastgate Extension – Division to LeCompte

Project Number: 23-0014

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$6,552,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 6,552,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct an extension of Eastgate Avenue from Division Street north connecting to LeCompte Road at the southern entrance of Springfield Underground. The new roadway is expected to be a three-lane section with curb and gutter and sidewalks. It would include improvements at the intersection of Eastgate and Division as well as the extension of gas, water, and sanitary sewer. A 10' Multi-use path (trail) will be constructed in concert with the LeCompte Road Improvements, through a partnership with Ozark Greenways and OTO.

Proposed Funding Sources:

Missouri Department of Transportation (MoDOT)	\$ 3,480,858
1/8-cent Transportation Sales Tax	\$ 1,685,571
Private Developer	\$ 1,385,571

Comments:

Project expenditures are estimated at \$300,000 through 2024. This project has been included in the Capital Improvements Program since 2023. Funding will require City Council approval and could include federal funds, inter-governmental funds, cost share with private sector, and city funding. The multi-use path (trail) portion of this project was included in the CIP in 2023 as a component of the LeCompte Road Widening and Trail Improvement Project.

Council Priorities: Economic Vitality, Quality of Place

Street Improvements

Fremont Avenue from Erie Street to Independence Street

Project Number: 19-0013

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$6,920,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 460,000	\$ 850,000	\$ 3,000,000	\$ 2,610,000	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements and real property, and construct improvements to Fremont Avenue between Erie Street and Independence Street. This project will include street widening with curb and gutter, integrated sidewalks / multi-use side path, and stormwater improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 6,745,000
1/8-cent Transportation Sales Tax	\$ 175,000

Comments:

Project expenditures are estimated at \$1,000,000 through 2024 (#19-0013). This project has been included in the Capital Improvements Program since 2019. Full funding of this project will require City Council approval.

Council Priorities: Public Safety, Quality of Place

Galloway Street - Luster to Lone Pine - Construction

Project Number: 18-0026

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$5,600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 5,600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements on Galloway Street between Luster Avenue and Lone Pine Avenue. The construction project will include widening Galloway Street with curb and gutter and stormwater conveyance as well as adding sidewalks and bicycle infrastructure.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 4,400,000
Missouri Department of Transportation (MoDOT)	\$ 1,200,000

Comments:

Project expenditures are estimated at \$2,500,000 through 2024. This project has been included in the Capital Improvements Program since 2018.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place

Street Improvements

Grand Street Improvements Near Pedestrian Underpass

Project Number: 22-0015

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 400,000	\$ 1,600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Grand Street near Missouri State University's pedestrian underpass. These improvements could include sidewalks, a multi-use path, quality of place enhancements, and new turn lanes.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 400,000
Federal STBG Grant - City	\$ 1,600,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2022. Federal STBG funding will require City Council approval and the 1/4-cent Capital Improvement Sales Tax funding may require City Council approval.

Council Priorities: Public Safety, Quality of Place

Grant Avenue Bridge Rehabilitation

Project Number: 21-0022

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 600,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 600,000

Project Description:

Design and rehabilitation improvements of the Grant Avenue bridge driving surface as well as the bridge joints. Work will include the removing of a thin layer of driving surface and the installation of a new modified concrete surface. This program will enhance the safety of the traveling public by improving the structural integrity of this bridge.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 600,000
Greene County Road & Bridge Tax	\$ 600,000

Comments:

Project expenditures are estimated at \$10,000 through 2023. This project has been included in the Capital Improvements Program since 2021.

Council Priorities: Public Safety

Street Improvements

Hilton Avenue from Mt. Vernon Street to Walnut Street

Project Number: **23-0007**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$620,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 310,000	\$ 310,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Hilton Avenue between Mt. Vernon Street and Walnut Street. These improvements could include sidewalk, a multi-use path, and stormwater drainage improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 75,000
1/8-cent Transportation Sales Tax	\$ 75,000
ARPA Federal Grant	\$ 470,000

Comments:

Project expenditures are estimated at \$250,000 through 2024. This project has been included in the Capital Improvements Program since 2023. Federal funding will require City Council approval and the 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales Tax funding may require City Council approval.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place

Interstate 44 Improvements from Kansas Expressway to Glenstone Avenue

Project Number: **25-0046**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$37,243,627

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 16,759,627	\$ 19,484,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right of way and construct improvements on Interstate 44 from Kansas Expressway to Glenstone Avenue and on Melville Road over I-44. This project involves safety, capacity, bridge, bicycle/pedestrian, and aesthetic improvements.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 50,000
Missouri Department of Transportation (MoDOT)	\$ 33,691,621
Federal FHWA Grant administered by MoDOT	\$ 302,006
Federal STBG Grant - City	\$ 2,200,000
Greene County	\$ 1,000,000

Comments:

This is a new project added to the CIP in 2025. Federal funds and 1/8-cent Transportation Sales Tax funding has been approved by City Council.

Council Priorities:

Street Improvements

Kansas Avenue between Maplewood Street and Walnut Lawn Street

Project Number: 19-0014

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$7,850,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,000,000	\$ 3,425,000	\$ 3,425,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements or real property and construct improvements on Kansas Avenue between Maplewood Street and Walnut Lawn Street. This project includes widening Kansas Avenue with curb and gutter and stormwater conveyance as well as adding sidewalks and bicycle infrastructure.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 7,500,000
1/4-cent Capital Improvement Sales Tax	\$ 350,000

Comments:

Project expenditures are estimated at \$400,000 through 2024. This project has been included in the Capital Improvements Program since 2019. Full funding of this project will require City Council approval of a future funding source.

Council Priorities: Public Safety, Quality of Place

Kansas Expressway and Sunset Street Intersection Improvements

Project Number: 17-0083

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$319,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 319,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way and construct improvements to the intersection of Kansas Expressway and Sunset Street. This project will include aligning the northbound and southbound left turn lanes, improving the right turn lanes, and moving signal equipment.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 9,000
Missouri Department of Transportation (MoDOT)	\$ 274,000
Federal STBG Grant - City	\$ 36,000

Comments:

Project expenditures are estimated at \$2,463,000 through 2024. This project had been included in the Capital Improvements Program since 2017.

Council Priorities: Public Safety

Street Improvements

Kansas Expressway and Walnut Lawn Intersection Improvements

Project Number: 17-0084

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$491,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 491,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way and construct improvements to the intersection of Kansas Expressway and Walnut Lawn Street. This project will include aligning the northbound and southbound left turn lanes, improving the right turn lanes, and replacing the signal equipment.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 16,800
Missouri Department of Transportation (MoDOT)	\$ 407,500
Federal STBG Grant - City	\$ 66,700

Comments:

Project expenditures are estimated at \$2,966,000 through 2024. This project had been included in the Capital Improvements Program since 2017.

Council Priorities: Public Safety

Kansas Expressway Improvements from Bennett Street to South of Sunshine Street

Project Number: 22-0016

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$6,780,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 0	\$ 0	\$ 3,000,000	\$ 3,780,000	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct capacity improvements to Kansas Expressway from Bennett Street to a point south of Sunshine Street

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 600,000
Missouri Department of Transportation (MoDOT)	\$ 3,000,000
Federal STBG Grant - City	\$ 3,180,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2022. Federal STBG funding will require City Council approval and the 1/8-cent Transportation Sales Tax funding may require City Council approval.

Council Priorities: Public Safety, Quality of Place

Street Improvements

LeCompte Road Widening and Trail Improvements

Project Number: **19-0059**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$6,244,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 6,244,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project will include a cost share with Springfield Underground to widen LeCompte Road to a 3-lane section from the the railroad tracks to Division Street. This project will include turn lane improvements at LeCompte Road and Division Street and a 10' multi-use path (trail) along LeCompte Road, from the BNSF railroad crossing to the newly constructed Eastgate Avenue.

Proposed Funding Sources:

EDA Grant	\$ 1,500,000
1/8-cent Transportation Sales Tax	\$ 625,000
Private Developer Agreements	\$ 319,000
Federal FHWA Grant administered by MoDOT	\$ 400,000
State Appropriations	\$ 3,400,000

Comments:

Project expenditures are estimated at \$306,000 through 2024. This project has been included in the Capital Improvements Program since 2019, and was expanded in 2023 to include trail (sidepath) improvements. Capital expenditures for the trail improvements adjacent to Eastgate Avenue are included in the project estimates for the LeCompte Road Improvement Project.

Council Priorities: Economic Vitality, Public Safety, Quality of Place

Main Avenue Bridge over Jordan Creek

Project Number: **17-0165**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$7,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,000,000	\$ 5,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements and real property, and construct improvements to the Main Avenue bridge over Jordan Creek.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 1,500,000
Federal STBG Grant - City	\$ 6,000,000

Comments:

Project expenditures are estimated at \$250,000 through 2023. This project had been included in the Capital Improvements Program since 2017. Full funding will require City Council approval of the funding source to be identified.

Council Priorities: Economic Vitality, Fiscal Sustainability, Public Safety, Quality of Place

Street Improvements

Metro/Safety Signs and Markings

Project Number: **25-0037**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,500,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 250,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 200,000	\$ 0	\$ 0

Project Description:

Install street name signs at new intersections, replace faded regulatory (stop, yield, and speed limit) signs at various locations, and implement critical signage for warning and safety. Project also includes installation of reflective pavement markings on streets for lane lines, bike markings, pedestrian crossings, and more. Funds could also be used to replace aging pavement marking equipment.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 1,500,000

Comments:

This is a traditional 1/4-cent Capital Improvement project and continues the Metro Street Sign Program that has been included in the Capital Improvements Program since 1998. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvement Sale Tax projects and programs beyond 2025.

Council Priorities: Public Safety

National Avenue - Battlefield to Walnut Lawn

Project Number: **20-0001**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,780,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 890,000	\$ 890,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements or real property, and construct improvements for a third southbound lane on National Avenue between Battlefield Road and Walnut Lawn Street. The project also includes signal upgrades at the intersection of National Avenue and Montclair Street and at National Avenue and Walnut Lawn Street.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 1,780,000

Comments:

Project expenditures are estimated at \$120,000 through 2024. This project has been in the Capital Improvements Program since 2020.

Council Priorities: Public Safety, Quality of Place

Street Improvements

National Avenue and Sunset Street Intersection Improvements

Project Number: **19-0015**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$980,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 80,000	\$ 900,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to the intersection of National Avenue and Sunset Street. This project will include new signal equipment, turn lane improvements, and American with Disabilities Act (ADA) upgrades.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 980,000

Comments:

Project expenditures are estimated at \$165,000 through 2024. This project has been included in the Capital Improvements Program since 2019.

Council Priorities: Public Safety, Quality of Place

Nichols Street from Dickerson Avenue to Hutchinson Avenue

Project Number: **23-0008**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$280,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 260,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Nichols Street between Dickerson Avenue and Hutchinson Avenue. These improvements could include sidewalk, a multi-use path, and stormwater drainage improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 49,000
1/8-cent Transportation Sales Tax \$ 49,000
ARPA Federal Grant \$ 182,000

Comments:

Project expenditures \$20,000 through 2024. This project is a new addition to the Capital Improvements Program. Federal funding will require City Council approval and the 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales Tax funding may require City Council approval.

Council Priorities: Public Safety

Street Improvements

Pacific Street from Colgate Avenue to Golden Avenue

Project Number: 23-0009

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$675,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 175,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Pacific Street between Colgate Avenue and Golden Avenue. These improvements could include sidewalk, a multi-use path, and stormwater drainage improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 86,000
1/8-cent Transportation Sales Tax	\$ 86,000
ARPA Federal Grant	\$ 478,000
City Sanitary Sewer System Fund Balance Reserves	\$ 25,000

Comments:

There are project expenditures of \$120,000 through 2024. This project is a new addition to the Capital Improvements Program. Federal funding will require City Council approval and the 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales Tax funding may require City Council approval.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place

Scenic Avenue Bridge over Wilson Creek

Project Number: 18-0007

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,590,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,590,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, and construct improvements to the Scenic Avenue Bridge over Wilson Creek. This project will include connections to the Wilson's Creek Greenway Trail and Scenic Avenue sidewalks.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 1,560,000
1/8-cent Transportation Sales Tax	\$ 1,030,000

Comments:

Project expenditures are estimated at \$220,000 through 2024. This project has been included in the Capital Improvements Program since 2018. The 1/8 cent Transportation Sales Tax funding may require City Council approval.

Council Priorities: Public Safety, Quality of Place

Street Improvements

Scenic Avenue from Catalpa Street to Sunshine Street

Project Number: 23-0010

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,045,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,045,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Scenic Avenue between Catalpa Street and Sunshine Street. These improvements could include sidewalk, a multi-use path, and stormwater drainage improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 130,000
1/8-cent Transportation Sales Tax	\$ 130,000
ARPA Federal Grant	\$ 1,485,000
City Sanitary Sewer System Fund Balance Reserves	\$ 300,000

Comments:

Project expenditures are estimated at \$325,000 through 2023. This project has been included in the Capital Improvements Program since 2023. Funding for this project will require City Council approval.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place

Scenic Avenue from Olive Street to Catalpa Street

Project Number: 23-0011

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,270,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,270,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to Scenic Avenue between Olive Street and Catalpa Street. These improvements could include sidewalk, a multi-use path, and stormwater drainage improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 200,000
1/8-cent Transportation Sales Tax	\$ 200,000
ARPA Federal Grant	\$ 1,670,000
City Sanitary Sewer System Fund Balance Reserves	\$ 200,000

Comments:

Project expenditures are estimated at \$325,000 through 2024. This project has been included in the Capital Improvements Program since 2023. Federal funding will require City Council approval and the 1/4-cent Capital Improvement Sales Tax and 1/8-cent Transportation Sales tax funding may require City Council approval.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place

Street Improvements

Sunshine Corridor Study

Project Number: **25-0012**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Study the transportation corridor along Sunshine Street between Kansas Expressway and Glenstone Avenue to plan for the future roadway needs and produce preliminary engineering plans that support the adjacent land uses.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 1,000,000

Comments:

This is a new project added to the CIP in 2025.

Council Priorities: Quality of Place, Public Safety, Fiscal Sustainability

Sunshine Street Improvements from Glenstone Avenue to Blackman Road

Project Number: **25-0045**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$7,521,500

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 3,009,500	\$ 3,761,000	\$ 751,000	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right of way and construct improvements on Sunshine Street from Glenstone Avenue to Blackman Road. This project includes safety, operational, access management, sidewalk, and aesthetic improvements.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 393,656
Missouri Department of Transportation (MoDOT) \$ 6,376,644
Federal FHWA Grant administered by MoDOT \$ 626,000
Federal STBG Grant - City \$ 125,200

Comments:

This is a new project added to the CIP in 2025. Federal funding and 1/4-cent Capital Improvement Sales Tax funding has been approved by City Council.

Council Priorities:

Street Improvements

US65 and Evans Road Interchange Signal and Lighting Improvements

Project Number: **25-0044**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$3,743,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,123,000	\$ 2,620,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and construct improvements at the interchange of US65 and Evans Road. This project involves traffic signal, lighting, and aesthetic improvements. MoDOT project that also involves locations outside the City of Springfield.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 28,900
Missouri Department of Transportation (MoDOT)	\$ 3,714,100

Comments:

This is a new project added to the CIP in 2025. Local 1/8-cent Transportation Sales Tax funding has been approved by City Council.

Council Priorities:

Walnut Street Bridge over Jordan Creek

Project Number: **19-0017**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,850,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 2,850,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct improvements to the Walnut Street Bridge over Jordan Creek.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 700,000
Federal FHWA Grant administered by MoDOT	\$ 2,150,000

Comments:

Project expenditures are estimated at \$625,000 through 2024. This project has been included in the Capital Improvements Program since 2019. Federal STBG Grant funding will require City Council approval.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place



TARGETED INFRASTRUCTURE Improvements

2025 Capital Improvements Program

Projects included in this category of the Capital Improvements Program are primarily focused on making targeted improvements to computer management, information, and implementation systems, in addition to industrial parks, community improvement districts, and neighborhoods. Improvements are identified by a variety of community partnership organizations, special tax financing districts, neighborhoods, as well as City Council. Projects include basic infrastructure improvements to neighborhood parks, streets, sidewalks and stormwater facilities, in addition to full range of industrial park and streetscape improvements. This category would also include upgrades and special purchases for computer software, as well as city facilities identified through a variety of city-administered programs and comprehensive planning activities. Funding for these projects come from a variety of sources and often involve a combination of resources from city taxes, state and federal grants, special tax districts, and private partnerships.

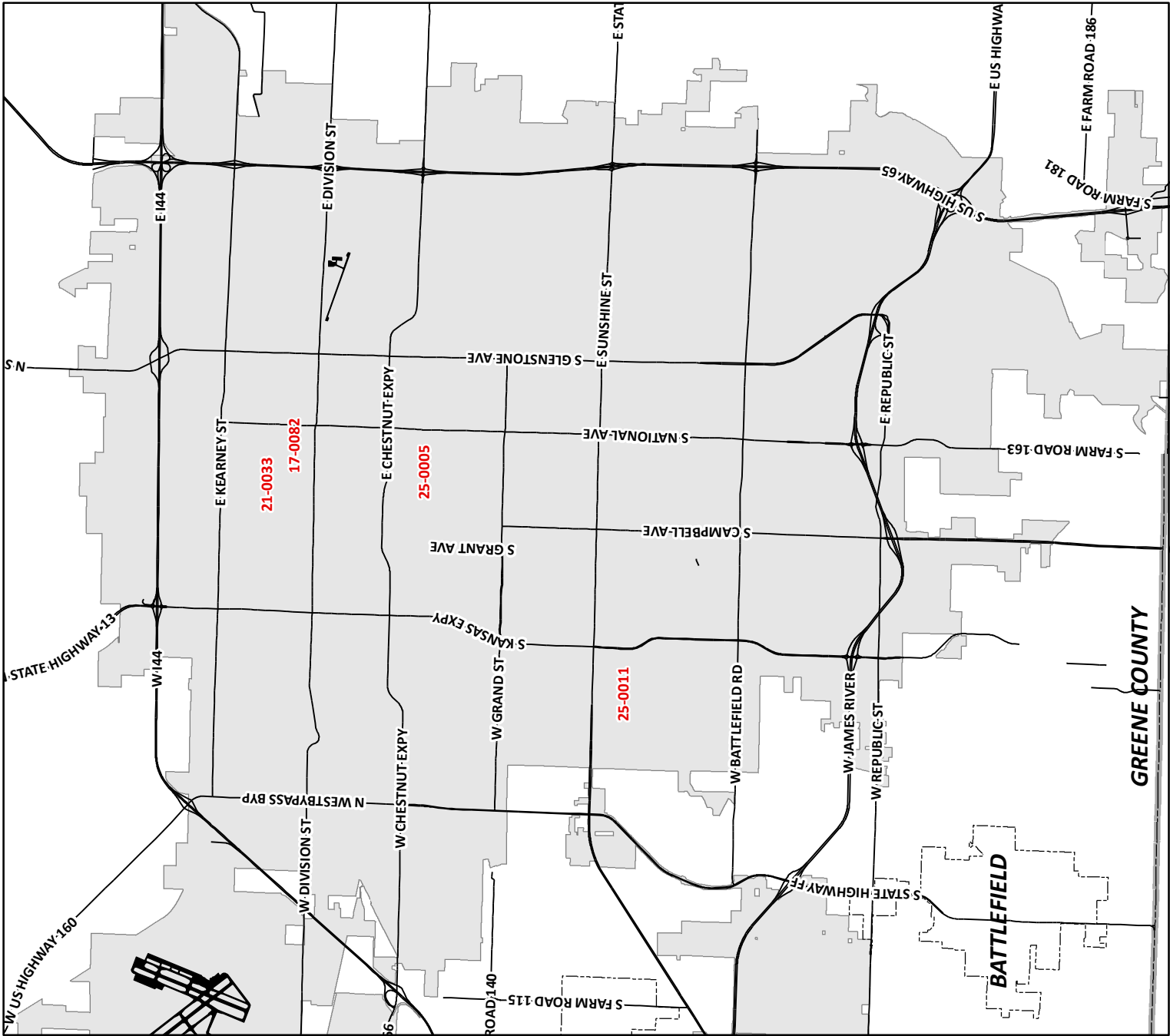


Capital Improvements Program	
2025 - 2030	
Targeted Infrastructure Improvements	
* 19-0045	2019-2024 Minor Neighborhood Improvements
* 19-0043	2019-2024 Neighborhood Initiative Program
21-0033	Commercial Street Public Improvements
* 19-0023	Grant Avenue Connect Parkway
17-0082	Jefferson Avenue Footbridge
* 00-0016	Partnership Industrial Center West Development
* 25-0039	2025-2028 Minor Neighborhood Improvements (Pothole)
* 25-0035	2025-2029 Neighborhood Initiative Program
* 24-0055	Fleet Management Software Upgrade
25-0005	Hammons Field Improvements
25-0011	RAISE - Ungap the Map
* Denotes City-Wide Program - Not Labeled on Map	





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Targeted Infrastructure Improvements

2019-2024 Minor Neighborhood Improvements

Project Number: 19-0045

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$278,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 278,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct and fund minor neighborhood infrastructure or public safety capital improvements in each Council zone, through the approved pothole funding process. Targeted expenditures and projects are identified and recommended by City Councilmembers through routine neighborhood planning processes or through neighborhood input received during the review and approval process for rezoning and subdivision applications. Examples include street improvements, sidewalks, drainage, or other projects and programs that aim to improve neighborhoods.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 1,000,000

Comments:

This project is still open and will be supplemented by a new program 2025-2028 Minor Neighborhood Improvements-Pothole funds (#25-0039). There is duplicate funding for 2025. The Minor Neighborhood Improvements program has been included in the Capital Improvements Program since 1996. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvements Sales Tax projects and programs beyond 2024.

Council Priorities: Quality of Place

2019-2024 Neighborhood Initiative Program

Project Number: 19-0043

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 900,000

Project Description:

Construct various capital improvement projects in the twenty-four (24) registered neighborhood organizations throughout the City. The project lists will be developed by the neighborhoods, voted on by the Neighborhood Advisory Council, analyzed, budgeted, and completed by the City.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 1,000,000

Comments:

This program has been included in the Capital Improvements Program since 2017. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvements Sales Tax projects and programs beyond 2024. There was also a new Neighborhood Initiative Program added (25-0034) that provides funding from 2026-2028.

Council Priorities: Quality of Place

Targeted Infrastructure Improvements

2025-2028 Minor Neighborhood Improvements (Pothole)

Project Number: **25-0039**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$800,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 0	\$ 0	\$ 0

Project Description:

Construct and fund minor neighborhood infrastructure or public safety capital improvements in each Council zone, through the approved pothole funding process. Targeted expenditures and projects are identified and recommended by City Councilmembers through routine neighborhood planning processes or through neighborhood input received during the review and approval process for rezoning and subdivision applications. Examples include street improvements, sidewalks, drainage, or other projects and programs that aim to improve neighborhoods.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 800,000

Comments:

This project replaced the previous program (#19-0045) with funding from 2025-28. The Minor Neighborhood Improvements program has been included in the Capital Improvements Program since 1996. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvements Sales Tax projects and programs beyond 2024.

Council Priorities: Quality of Place, Public Safety

2025-2029 Neighborhood Initiative Program

Project Number: **25-0035**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$800,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 300,000	\$ 300,000	\$ 200,000	\$ 0	\$ 0	\$ 0

Project Description:

Construct various capital improvement projects in the twenty-four (24) registered neighborhood organizations throughout the City. The project lists will be developed by the neighborhoods, voted on by the Neighborhood Advisory Council, analyzed, budgeted, and completed by the City.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 800,000

Comments:

This program has been included in the Capital Improvements Program since 2017. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvements Sales Tax projects and programs beyond 2024.

Council Priorities: Quality of Place

Targeted Infrastructure Improvements

Commercial Street Public Improvements

Project Number: **21-0033**

Department: Economic Vitality

Total Project Cost Including Past and Future Spending Plan: \$1,380,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 0	\$ 0	\$ 580,000

Project Description:

The Commercial Street Tax Increment Financing Plan was adopted by City Council in August 23, 2021. Commercial Street revitalization and redevelopment has been a priority for the past 25-years and is a component of the Commercial Street Plan, which was adopted as a component of the Comprehensive Plan in 2022. Potential projects for TIF and CID funding would include streetscape enhancements, wayfinding, gateway improvements, parking lot improvements, Commercial Club improvements, footbridge plaza improvements, alley improvements and public art installations.

Proposed Funding Sources:

Commercial Street Tax Increment Financing \$ 1,380,000

Comments:

The Commercial Street TIF anticipates funding gateway improvements in 2023. Future improvements will depend on exact TIF generation, which is anticipated to be approximately \$200,000 per year for years 2024-2028. Property owners, Businesses, and Residents in the area will have an opportunity to recommend priority projects to the TIF Commission and City Council on an annual basis.

Council Priorities: Economic Vitality, Quality of Place

Fleet Management Software Upgrade

Project Number: **24-0055**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$113,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 113,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project involves upgrading the Public Works Service Center fleet management software, which provides a wide variety of functionality including lifecycle tracking, warranty tracking, preventive maintenance and work order tracking, parts inventory, reporting for all maintenance, repair, and fuel costs.

Proposed Funding Sources:

City Service Center Fund Balance \$ 113,000

Comments:

There are no project expenditures through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Fiscal Sustainability, Public Safety

Targeted Infrastructure Improvements

Grant Avenue Connect Parkway

Project Number: **19-0023**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$11,325,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 6,025,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,300,000

Project Description:

Design, acquire right-of-way, easements or real property, and construct a multi-use connection between the Wonders of Wildlife Museum and Downtown Springfield.

Proposed Funding Sources:

Federal Grant Funding	\$ 3,525,000
1/4-cent Capital Improvement Sales Tax	\$ 1,000,000
1/8-cent Transportation Sales Tax	\$ 1,000,000
City Utilities	\$ 1,698,750

Comments:

Project expenditures are estimated at \$25,500,000 through 2024. This project has been included in the Capital Improvements Program since 2019.

Council Priorities: Quality of Place, Public Safety

Hammons Field Improvements

Project Number: **25-0005**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$3,891,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 3,891,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project includes maintenance and improvements at Hammons Field including press level renovations, stadium audio replacement, roof repairs, masonry repairs and sealing, steel cleaning and recoating, structural steel repairs, HVAC replacements, and other miscellaneous repairs.

Proposed Funding Sources:

State Appropriations	\$ 3,500,000
Springfield Cardinals Capital Maintenance Funds	\$ 391,000

Comments:

This is a new project in the Capital Improvements Program. The Missouri General Assembly appropriated funds from the General Revenue Funds to the Department of Economic Development in the amount of \$3,500,000 to go toward the project. Matching funds of approximately \$391,000 for the Stadium Audio Replacement will come from the Springfield Cardinal Capital Maintenance Funds.

Council Priorities: Quality of Place, Economic Vitality

Targeted Infrastructure Improvements

Jefferson Avenue Footbridge

Project Number: 17-0082

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$8,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 11,085,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ -3,085,000

Project Description:

Inspect, design, and construct improvements to the Jefferson Avenue Footbridge between Commercial Street and Chase Street. This project involves the rehabilitation of the pedestrian bridge which is over 100 years old and is on the historic register. This will include repairing or replacing structural members and installing American with Disabilities Act (ADA) accessible approaches.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 300,000
Donations and other funding sources to be identified	\$ 50,000
1/4-cent Capital Improvement Sales Tax	\$ 200,000
Bond Proceeds	\$ 2,535,000

Comments:

Project expenditures are estimated at \$650,000 through 2024. This project had been included in the Capital Improvements Program since 2017. Full funding will require City Council approval of the funding source to be identified.

Council Priorities: Quality of Place, Public Safety

Partnership Industrial Center West Development

Project Number: 00-0016

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,936,500

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 489,417	\$ 489,417	\$ 489,417	\$ 489,415	\$ 0	\$ 0	\$ 978,834

Project Description:

Develop infrastructure for a new industrial park. Construct streets, stormwater and sanitary sewer facilities within the park as necessary.

Proposed Funding Sources:

Proceeds generated by the sale of parcels within the Industrial Park	\$ 2,936,500
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Comments:

City share of project expenditures are estimated at \$5,882,400 through 2023. Costs incurred by partnership developers are not shown on this page. Projected additional expenditures are contingent upon future lot sales. This project has been included in the Capital Improvements Program since 2000.

Council Priorities: Economic Vitality

Targeted Infrastructure Improvements

RAISE - Ungap the Map

Project Number: **25-0011**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$24,822,313

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 6,810,000	\$ 6,810,000	\$ 6,702,313	\$ 0

Project Description:

Design, acquire right-of-way, easements or real property, and construct multi-use trail segments to connect the various existing trail segments.

Proposed Funding Sources:

Federal Grant Funding \$ 24,822,313

Comments:

This is a new project added to the CIP in 2025.

Council Priorities: Quality of Place, Economic Vitality



TRAFFIC MANAGEMENT SYSTEM

Improvements

2025 Capital Improvements Program

Projects and programs included in this category of the Capital Improvements Program align with recommendations from the Comprehensive Plan and a number of agency, regional, and community programs. Traffic management system improvements represent a collection of projects and programs that have been identified by City staff through a variety of assessment methods and studies that focus on improving and maintaining traffic safety, mobility, traveler information, traffic incident response, and traffic signal system operation and reliability. Some projects represent long-term projects and unfunded needs, while others represent targeted projects to be identified as programs are administered over the course of the program cycle. Traffic management systems improvements routinely include a variety of traffic signal, advanced transportation management and traveler information system hardware and software, network communications, and related infrastructure improvements that receive funding from targeted revenue streams and funding support from partnering agencies, including the county, state, and federal governments.



2025 - 2030

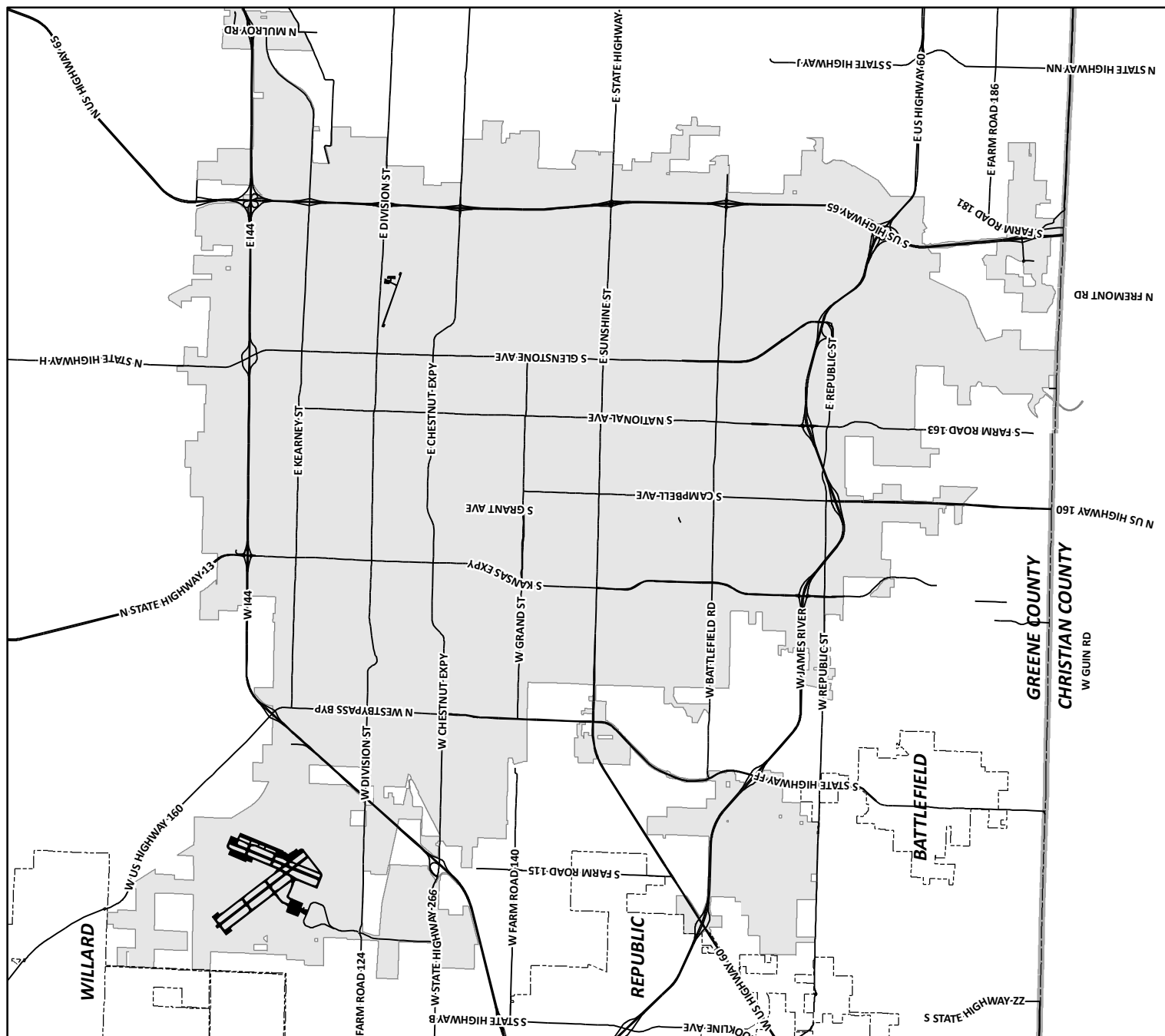
Traffic Management System Improvements

- | | |
|------------|---|
| ** 22-0011 | 2021-2025 Railroad Safety Improvements |
| ** 22-0012 | 2021-2025 Turn Lane and Safety Improvements |
| ** 18-0019 | Railroad Safety Improvements |
| ** 22-0009 | Traffic Signal Replacements (Various Locations) |
| ** 24-0029 | Transportation Management System Improvements |
| ** 25-0029 | 2025-2029 Intelligent Transportation Systems (ITS) and Signal System Improvements |
| ** 25-0030 | 2025-2029 Traffic Signal and Traffic Calming Program |
| ** 25-0042 | 2026-2029 Turn Lane and Safety Improvements |

* Denotes City-Wide Program - Not Labeled on Map



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Traffic Management System Improvements

2021-2025 Railroad Safety Improvements

Project Number: 22-0011

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$200,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Railroad Safety Improvements include the replacement of concrete railroad panels, paved approaches, sidewalk crossings, railroad signals, signage, and markings at various locations throughout the City.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 200,000

Comments:

There are no program expenditures through 2024. This program was originally funded through the 2021-2025 Traffic Flow & Safety program. This is a traditional 1/8-cent Transportation Program that has been included in the Capital Improvements Program since 2005. Funding beyond this program will require City Council approval of 1/8-cent Transportation Sales Tax projects and programs beyond 2025.

Council Priorities: Public Safety

2021-2025 Turn Lane and Safety Improvements

Project Number: 22-0012

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$800,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 600,000	\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50,000

Project Description:

Design, acquire right-of-way, and construct turn lane improvements at various intersections in the City as changes in traffic flow warrant.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 800,000

Comments:

There is an estimated \$50,000 of work completed through 2024. Examples of work completed through 2024 include the National and Sunshine EB to SB turn lane as well as the temporary traffic calming project in the Parkcrest Neighborhood. This program was originally funded through the 2021-2025 Traffic Flow & Safety program. This is a traditional 1/8-cent Transportation Sales Tax program that has been included in the Capital Improvements Programs since 2009.

Council Priorities: Public Safety

Traffic Management System Improvements

2025-2029 Intelligent Transportation Systems (ITS) and Signal System Improvements

Project Number: 25-0029

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$675,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 175,000	\$ 175,000	\$ 175,000	\$ 150,000	\$ 0	\$ 0

Project Description:

This program will provide the design and construction of additional Intelligent Transportation Systems improvements at the Transportation Management Center and various locations throughout the city. Improvements could include advanced traffic management system (ATMS) software, traveler information website improvements, additional traffic monitoring cameras, dynamic message signs for traffic incident information, travel times, construction and maintenance information, advisories, and emergency response efforts. This program will also provide for upgraded traffic signal hardware.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 675,000

Comments:

Project expenditures are estimated at \$675,000 through 2029. This program was originally funded through the 2021-2025 Traffic Flow & Safety program. The Traffic Signal Replacements project is also funded from this program and is shown separately. This is a traditional 1/8-cent Transportation Sales Tax program and continues the ITS program that has been included in the Capital Improvements Program since 2000. Funding beyond this program will require City Council approval of 1/8-cent Transportation Sales Tax projects and programs beyond 2029.

Council Priorities: Quality of Place, Economic Vitality, Public Safety, Fiscal Sustainability

2025-2029 Traffic Signal and Traffic Calming Program

Project Number: 25-0030

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 300,000	\$ 1,000,000	\$ 300,000	\$ 300,000	\$ 100,000	\$ 0	\$ 0

Project Description:

The Annual Signal Maintenance contract, estimated at \$282,000 will be the initial project for 2025 from this program. This is a traditional 1/4-cent Capital Improvement Program and continues the traffic signal programs that were a part of the proposed 1987 1/2-cent Sales Tax Program and all the 1/4-cent Sales Tax Programs since 1992. A Traffic Signal Program has been included in the Capital Improvements Program since 1994. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvements Sales Tax projects and programs beyond 2029.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 2,000,000

Comments:

The Annual Signal Maintenance contract, estimated at \$282,000 will be the initial project for 2025 from this program. This is a traditional 1/4-cent Capital Improvement Program and continues the traffic signal programs that were a part of the proposed 1987 1/2-cent Sales Tax Program and all the 1/4-cent Sales Tax Programs since 1992. A Traffic Signal Program has been included in the Capital Improvements Program since 1994. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvements Sales Tax projects and programs beyond 2029.

Council Priorities: Public Safety

Traffic Management System Improvements

2026-2029 Turn Lane and Safety Improvements

Project Number: **25-0042**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,000,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, and construct turn lane improvements at various intersections in the City as changes in traffic flow warrant.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 1,000,000

Comments:

Examples of work completed through 2024 include the National and Sunshine EB to SB turn lane as well as the temporary traffic calming project in the Parkcrest Neighborhood. This program was originally funded through the 2021-2025 Traffic Flow & Safety program. This is a traditional 1/8-cent Transportation Sales Tax program that has been included in the Capital Improvements Programs since 2009. On-going Program (#22-012) provides funding through 2026.

Council Priorities: Public Safety

Railroad Safety Improvements

Project Number: **18-0019**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$120,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 80,000

Project Description:

Railroad Safety Improvements include the replacement of concrete railroad panels, paved approaches, sidewalk crossings, railroad signals, signage, and markings, etc. at various locations throughout the City.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 120,000

Comments:

Project expenditures are estimated at \$1,100,000 through 2024. Railroad Safety Improvement projects include new concrete crossings at Washington/Phelps, Bennett Street, National Avenue, Grand Street and Division Street. This project is funded through the traditional 1/8-cent Transportation Program, Alternative Transportation, which has been included in the Capital Improvements Program since 2005.

Council Priorities: Quality of Place, Public Safety

Traffic Management System Improvements

Traffic Signal Replacements (Various Locations)

Project Number: **22-0009**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,410,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,200,000	\$ 210,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

This project includes the design, equipment purchase, and construction of upgraded traffic signal hardware and Americans with Disabilities Act (ADA) improvements at various intersections including: Battlefield Road and Fort Avenue, Campbell Avenue and Broadmoor Street, Grant Avenue and Atlantic Street, Grant Avenue and High Street, Kimbrough Avenue and Madison Street, and National Avenue and Dale Street.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 282,000
Federal STBG Grant - City	\$ 1,128,000

Comments:

Design is complete with projected bidding and construction in 2025. This project has been included in the Capital Improvements Program since 2022. This project is funded through the 1/8-cent Transportation Sales Tax, ITS & Signal System Improvements Program. Federal STBG Grant funding will require City Council approval. There is also a similar (new) Traffic Signal / Traffic calming Program introduced in 2025 (25-0030).

Council Priorities: Economic Vitality, Fiscal Sustainability, Public Safety, Quality of Place

Transportation Management System Improvements

Project Number: **24-0029**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$3,062,500

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 483,241	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,579,259

Project Description:

Transportation management system improvements in Springfield at various locations, including traffic signal controllers, traffic cabinet door security locks, traffic signal heads, accessible pedestrian signals, dynamic message signs, traffic monitoring CCTV cameras, vehicle detection systems, traffic network communications equipment, and rectangular rapid flashing beacons.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax	\$ 612,500
Federal STBG Grant - City	\$ 2,450,000

Comments:

\$2,580,000.00 in expenditures have been made through 2024 leaving \$483,000 for device purchases through 2025. This project is a new addition to the Capital Improvements Program. This project is funded through federal Surface Transportation Block Grant (STBG) and 1/8-Cent Transportation Sales Tax.

Council Priorities: Fiscal Sustainability, Public Safety, Quality of Place, Economic Vitality



WALKABILITY, BICYCLE, and SAFETY Improvements

2025 Capital Improvements Program

Projects and programs included in this category of the Capital Improvements Program align with recommendations from the Comprehensive Plan and a number of agency, regional, and community programs. The Walkability, Bicycle, and Safety Improvements category represents a collection of projects and programs that have been identified by City staff through a variety of assessment methods and studies that focus on improving and maintaining pedestrian & bicycle safety and mobility, in addition to addressing and maintaining Americans with Disabilities Act (ADA) compliance. Some projects represent long-term projects and unfunded needs, while others represent targeted projects to be identified as programs are administered over the course of the program cycle. This category routinely includes a variety of pedestrian, bicycle, and trail improvements including, but not limited to sidewalks, curb ramps, crosswalks, bicycle lanes, shared paths, trail connections, and pedestrian/bicycle overpass maintenance and improvements. Capital projects in this category receive funding from targeted revenue streams, special taxing districts and funding support from partnering agencies, including the county, the state, federal governments and developers.



Capital Improvements Program

2025 - 2030

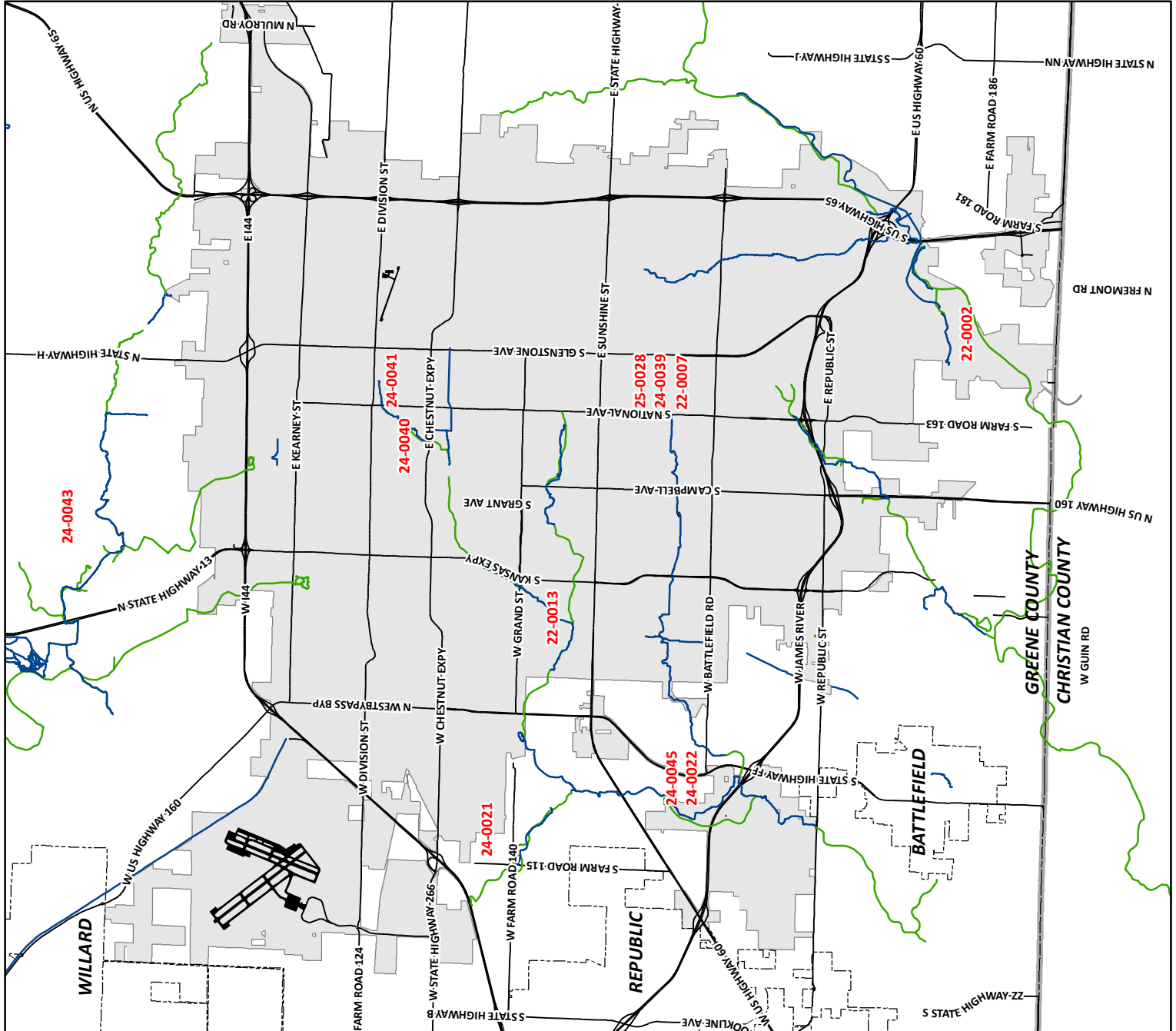
Walkability, Bicycle, and Safety Improvements

- * 22-0006 2021-2025 ADA Sidewalk Improvements
- * 22-0004 2021-2025 Sidewalk Connections and Other Transit Improvements
- * 22-0005 2021-2025 Trail Improvements
- 24-0043 Fullbright Spring Greenway Trail - Lost Hill Park Pedestrian Bridge
- 24-0040 Jordan Creek Greenway Trail - Sherman Pkwy
- 24-0041 Jordan Creek Greenway Trail - Smith Park
- 22-0013 Kansas Expressway Sidewalks I-44 to James River Freeway
- 24-0021 Mt. Vernon and Miller Sidewalks
- 24-0045 South Creek Greenway Trail - FF Gap Completion
- 24-0039 South Creek Greenway Trail - Fremont to Glenstone
- 22-0007 South Creek Trail Connection - National to Fremont
- * 25-0034 2025-2029 Sidewalk/Curb/Gutter and Ramp Construction
- 24-0022 South Creek Trail
- 25-0028 South Creek Trail - Glenstone Crossing
- 22-0002 Chadwick Flyer Trail - Kissick Avenue to Sunshine

* Denotes City-Wide Program - Not Labeled on Map



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Walkability, Bicycle, and Safety Improvements

2021-2025 ADA Sidewalk Improvements

Project Number: **22-0006**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200,000

Project Description:

Identify and improve transit routes throughout the City to comply with ADA standards.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 600,000

Comments:

Project expenditures are estimated at \$200,000 through 2024. This program has been included in the Capital Improvements Program since 2022 and is funded from the 2021-2025 Walkability program.

Council Priorities: Economic Vitality, Public Safety, Quality of Place

2021-2025 Sidewalk Connections and Other Transit Improvements

Project Number: **22-0004**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$600,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 250,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 350,000

Project Description:

Design and construction of infrastructure projects to improve the interconnectivity of bicycle routes, sidewalks, greenway trails, and transit routes, promoting complete streets.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 600,000

Comments:

This program has been included in the Capital Improvements Program since 2022 and is funded from the 2021-2025 Walkability program. There is a new parallel program introduced in 2025 (#2034).

Council Priorities: Economic Vitality, Public Safety, Quality of Place

2021-2025 Trail Improvements

Project Number: **22-0005**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$800,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000

Project Description:

Design and construction of trailway infrastructure projects to improve the interconnectivity of bicycle routes, sidewalks, greenway trails, and transit routes, promoting complete streets.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 800,000

Comments:

Expenditures are estimated to be \$300,000 through 2024. This program has been included in the Capital Improvements Program since 2022 and is funded from the 2021-2025 Walkability program. Program funding is being held for possible grant match for South Creek ext. and Sherman Trails also, funding is being held for possible acquisition for Chadwick Flyer.

Council Priorities: Quality of Place, Public Safety

Walkability, Bicycle, and Safety Improvements

2025-2029 Sidewalk/Curb/Gutter and Ramp Construction

Project Number: **25-0034**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$6,225,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 550,000	\$ 500,000	\$ 1,750,000	\$ 1,950,000	\$ 1,475,000	\$ 0	\$ 0

Project Description:

Replace non-compliant and/or broken sidewalks and curb ramps as needed and construct new sidewalks. Sidewalks and curb ramps will be constructed in compliance with the Americans with Disabilities Act (ADA).

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax \$ 6,225,000

Comments:

This is a traditional 1/4-cent Capital Improvement Sales Tax program and continues the sidewalk and curb ramp project included in the 1/4-cent Capital Improvement Sales Tax program since 1989. A Sidewalk Reconstruction Annual Program has been included in the Capital Improvements Program since 1994. Funding beyond this program will require City Council approval of 1/4-cent Capital Improvement Sales Tax projects and programs beyond 2024.

Council Priorities: Public Safety

Chadwick Flyer Trail - Kissick Avenue to Sunshine

Project Number: **22-0002**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$2,820,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,470,000	\$ 1,350,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Acquire Burlington Northern Sante Fe Railway from Sunshine Street south to approximately 1,200 feet east of Kissick Avenue for the continuation and construction of the Chadwick Flyer Trail. Design and construction of the trail will include upgrades to road crossings, bridges, and trestles in order to construct the ADA compliant concrete trail.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 120,000
ARPA Federal Grant \$ 2,700,000

Comments:

Previous Project expenditures through 2024 were 150,000 by project partners. Planned expenditures for 2025 using ARPA funds of \$1,350,000 for trail design from Kissick to Sunshine. This project has been included in the Capital Improvements Program since 2022. City Council approval of a future funding source will be required. This is for the portion of the trail from Kissick to Sunshine.

Council Priorities: Quality of Place

Walkability, Bicycle, and Safety Improvements

Fulbright Spring Greenway Trail - Lost Hill Park Pedestrian Bridge

Project Number: **24-0043**

Department: Parks

Total Project Cost Including Past and Future Spending Plan: \$150,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 150,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Construct a new pedestrian bridge and connector trail within Lost Hill Park to connect to the existing Fulbright Spring Greenway Trail.

Proposed Funding Sources:

Federal Grant Funding	\$ 117,000
Parks Operating Funds	\$ 33,000

Comments:

The new pedestrian bridge will bypass the existing low water crossing on the Fulbright Spring Greenway Trail that is in a flooded condition through much of the year. The proposed bridge is superior to the existing low water crossing and will accommodate access to the Fulbright Spring Greenway Trail. The new bridge will be designed to accommodate emergency and maintenance vehicles and includes a connector trail to the existing parking lot.

Council Priorities: Quality of Place, Public Safety

Jordan Creek Greenway Trail - Sherman Pkwy

Project Number: **24-0040**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$587,413

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 527,413	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 60,000

Project Description:

Design, acquire right of way, easements, or real property, and construct pedestrian and bicycle improvements along Sherman Pkwy between Jordan Valley Park and Chestnut Expy.

Proposed Funding Sources:

Federal FHWA Grant administered by MoDOT	\$ 61,295
1/8-cent Transportation Sales Tax	\$ 15,323

Comments:

Total Expenditures through 2024 are 60,000. This project has been on the CIP since 2024. PE has been funded and OTO has committed to funding CE once design is completed.

Council Priorities: Quality of Place

Jordan Creek Greenway Trail -Smith Park

Project Number: **24-0041**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$144,051

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 125,262	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 18,789

Project Description:

Trail connection from the existing Jordan Creek trail to new 10 ft trail on Division St.

Proposed Funding Sources:

Federal FHWA Grant administered by MoDOT	\$ 115,241
1/8-cent Transportation Sales Tax	\$ 28,810

Comments:

Council Priorities: Quality of Place

Walkability, Bicycle, and Safety Improvements

Kansas Expressway Sidewalks I-44 to James River Freeway

Project Number: **22-0013**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,790,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,790,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct sidewalk improvements to comply with MoDOT's ADA Transition Plan on Kansas Expressway (Route 13) from I-44 to Route 60 (James River Freeway). This project will be managed by MoDOT.

Proposed Funding Sources:

1/4-cent Capital Improvement Sales Tax	\$ 2,300
1/8-cent Transportation Sales Tax	\$ 2,300
Sidewalk Buyout Funds	\$ 2,300
Federal STBG Grant - City	\$ 27,600
Missouri Department of Transportation (MoDOT)	\$ 1,755,500

Comments:

Project expenditures are estimated at \$5,155,000 through 2024. This program has been included in the Capital Improvements Program since 2022.

Council Priorities: Quality of Place, Public Safety

Mt. Vernon and Miller Sidewalks

Project Number: **24-0021**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$1,129,481

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 1,129,281	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200

Project Description:

Design, acquire right of way, easements, or real prperty, and construct sidewalk improvements along Mt. Vernon Street between Lulwood Avenue and Westgate Avenue and on Miller Avenue between Tarkio Street and Mt. Vernon Street.

Proposed Funding Sources:

Federal FHWA Grant administered by MoDOT	\$ 903,585
1/8-cent Transportation Sales Tax	\$ 225,696

Comments:

Project expenditures are estimated at \$120,000 through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Public Safety, Quality of Place, Fiscal Sustainability

Walkability, Bicycle, and Safety Improvements

South Creek Greenway Trail - FF Gap Completion

Project Number: **24-0045**

Department: Parks

Total Project Cost Including Past and Future Spending Plan: \$750,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 750,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Extend the South Creek Greenway Trail from Barrington Avenue to FR 123 completing the connection of the South Creek and Wilson's Creek Greenways Trails.

Proposed Funding Sources:

Cost shared by Private Sector/ Intergovernmental \$ 750,000

Comments:

Environmental Services acquired an easement from the property owner for the purpose of constructing a sanitary sewer main and a greenway trail. This new trail segment will close a major gap in the Greenway Trail network.

Council Priorities: Quality of Place

South Creek Greenway Trail - Fremont to Glenstone

Project Number: **24-0039**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$826,139

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 626,139	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design, acquire right-of-way, easements, or real property, and construct sidewalk/trail improvements along Sunset Street between Fremont Avenue and Glenstone Avenue.

Proposed Funding Sources:

Federal FHWA Grant administered by MoDOT \$ 660,911

1/8-cent Transportation Sales Tax \$ 165,228

Comments:

Project expenditures are estimated at \$100,000 through 2024. This project has been included in the Capital Improvements Program since 2024.

Council Priorities: Quality of Place, Public Safety, Fiscal Sustainability

South Creek Greenway Trail Connection - National to Fremont

Project Number: **22-0007**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$127,000

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 0	\$ 127,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and construct sidewalks along Sunset to connect the South Creek Trail at National to Meador Park on Fremont.

Proposed Funding Sources:

1/8-cent Transportation Sales Tax \$ 127,000

Comments:

Project expenditures are estimated at \$33,000 through 2024. This project has been included in the Capital Improvements Program since 2022 and funded by the 2017-2021 Alternative Transportation Program.

Council Priorities: Public Safety, Quality of Place

Walkability, Bicycle, and Safety Improvements

South Creek Trail

Project Number: **24-0022**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$925,801

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 805,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 120,801

Project Description:

Design, acquire right of way, easements, or real property, and construct trail improvements along Sunset Street between Fremont Avenue and Glenstone Avenue.

Proposed Funding Sources:

Federal FHWA Grant administered by MoDOT	\$	96,641
1/8-cent Transportation Sales Tax	\$	24,160
To be determined	\$	805,000

Comments:

This is a new project added to the CIP in 2024.

Council Priorities: Quality of Place

South Creek Trail - Glenstone Crossing

Project Number: **25-0028**

Department: Public Works

Total Project Cost Including Past and Future Spending Plan: \$446,900

2025	2026	2027	2028	2029	2030	Past / Beyond
\$ 58,300	\$ 388,600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Project Description:

Design and construct a pedestrian path along Sunset Street from Glenstone to Edgewood.

Proposed Funding Sources:

Federal FHWA Grant administered by MoDOT	\$	357,520
1/4-cent Capital Improvement Sales Tax	\$	44,690
Missouri Department of Transportation (MoDOT)	\$	44,690

Comments:

This is a new project added to the CIP in 2025.

Council Priorities: Quality of Place

IDENTIFIED BUT UNFUNDED CAPITAL IMPROVEMENTS

The following is a list of capital improvements that have been identified but have not been entirely funded or have no funding source identified. This list generally includes significant projects that are targeted to begin in the next 10-years. Most of these projects will span multiple years, may require multiple funding sources, and may include multiple phases.

Summary of Identified but Unfunded CIP Projects and Programs by Category

Table CIP-G

Identified but Unfunded Capital Improvement Projects
Airport Improvements
Airport Terminal Parking Garage
Cargo Apron Expansion
Snow Removal Equipment and Maintenance Building Improvements
Terminal Building Expansion
Fire Stations Improvements
Fire Station #15 – Republic Road and Kansas Exp.
Fire Station #16 – Kearney Street and Mulroy Road
Fire Station #17 – Evans Road and US Hwy. 65
Municipal Building & Ground Improvements
Art Museum Expansion and Renovation Phase II (AMRN)
Fueling Site Improvements – Several Locations
Hammons Field Improvements
Municipal Court Building
Springfield Police Department – Police Property Facility (Mill Bldg.)
Regional Police and Fire Training Facility - Police Driving Range
Regional Police and Fire Training Facility - Phase II Practical Police Facilities
Service Center Renovation / Additions
Signal Operations Shop
Springfield EXPO Center Facility Improvements
Park Improvements (Includes Golf Courses and Zoo)
Fieldhouse Sportscenter Addition
Playground Improvements
Dickerson Park Zoo Boardwalk Replacement
Dickerson Park Zoo Infrastructure Repairs
Historic Park Refurbishment
Rivercut Golf Course Improvements
Stewart Golf Course Clubhouse
Stewart Golf Course Restroom and Cart Path Repairs
Chesterfield Family Center Improvements
Doling Family Center & Park Improvements and Repairs
Meador Park Renovations & Improvements
Branding/Placemaking
McDaniel / George Moore Park PH I Development
African Primate Exhibit
Bill and Payne Stewart Golf Course asphalt cart paths

Solid Waste Improvements
Additional Springfield Recycling Drop-off Center
Yard Waste Recycling Center - Bagging Plant
Food Waste Receiving / Processing Facility
Stormwater Improvements
Fassnacht Creek - Jefferson to Holland Drainage Improvements
N. Branch Jordan Creek Drainage Improvements/Regional Detention E. of Glenstone
Patton Alley Box Culvert Replacement
Ravenwood South Subdivision Phase III Stormwater Improvements
Renew Jordan Creek Phase II – Robberson Avenue to Washington Avenue
Stormwater Improvements Near the 500 Block of East Downing Street
Street Improvements
Boonville Avenue (streetscape) - Chestnut Exp. to Commercial Street
Brookside Drive Street Improvements
Chase Street (Streetscape) Washington Avenue to Broadway Avenue
Campbell Avenue Widening Battlefield Road to South Avenue - Phase 1
Chestnut Expressway (streetscape) - Airport BLVD to Scenic Avenue
College Street Streetscape between 7th Avenue and 9th Avenue
Commercial Street Streetscape Phase 6
Division Street – Glenstone to US Hwy 65
Lone Pine Avenue – Seminole Street to Sunshine Street
Kansas Expressway – Bennett Avenue to Sunshine Street
Mulroy Ave. and Kearney Street – Street Improvements
Sunshine Street – Kansas Expressway to Glenstone Avenue
Trafficway (streetscape) - National to Glenstone Avenue
West Bypass & Mt. Vernon Intersection Improvements
Targeted Infrastructure Improvements
Jordan Valley Redevelopment – West Meadows / The Commons
Lake Springfield Redevelopment Area
Walkability, Bicycle, and Safety Improvements
Chadwick Flyer Trail – Trail of Honor to Sunshine Street (Gaps)
Grand Street sidewalks from Kansas Expressway to National Avenue

Index of Capital Improvement Projects and Programs Completed in 2024

These 19 projects were completed in 2024 at a total cost of \$87,349,677. Some of these projects and programs occurred over a number of years but concluded in 2024.

Table CIP-H

Airport Improvement Projects / Programs	
General Aviation Taxiway Reconstruction and Apron Rehabilitation	\$5,973,095
General Aviation Terminal Reconstruct/Rehab	\$7,029,602
Rental Car Electric Vehicle Charging Stations	\$1,112,541
Parks Improvement Projects / Programs (Includes Golf Courses and Zoo)	
Cooper Soccer Improvements Project (PH 1)	\$12,430,439
Dickerson Park Zoo Lake Embankment Stabilization and repairs	\$135,000
Sanitary Sewer Improvement Projects / Programs	
Chestnut South Trunk Sewer	\$1,300,000
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 5	\$17,200,000
Sanitary Sewer Overflow Control Program Sewer Rehabilitation Group 7	\$4,900,000
Southwest Treatment Plant – Headworks and Plant #2 Improvements	\$4,600,000
Sanitary Sewer Overflow Reduction Project – Doling Park	\$6,200,000
Stormwater Improvement Projects / Programs	
Fairgrounds Green Infrastructure	\$1,880,000
Zoo Visitor Parking Lot Green Infrastructure	\$100,000
Street Improvement Projects / Programs	
Battlefield and Lone Pine Intersection Improvement	\$1,190,000
Glenstone Sidewalks Valley Water Mill Road to James River Freeway	\$13,470,000
Kansas Expressway Extension	
Metro/Safety Signs and Markings	\$1,500,000
National & Division	\$2,500,000
Public/Private Shared Cost and Economic Development	\$74,000
Republic Road and Campbell Intersection & Republic Road Fairview Ave to Chase	\$5,755,000
Total	\$87,349,677



CAPITAL IMPROVEMENT PROJECTS – DEFINED

- Only include projects or programs that are estimated to cost \$100,000 or more.
- Are significant, permanent or have a useful life of six years or more.
- Independent projects which include the construction of new streets, parks, storm water and sanitary sewer facilities, improvements to the landfill, airport, zoo and public facilities, buildings and grounds.
- Comprehensive programs which consolidate many smaller individual improvements that do not individually meet the \$100K threshold. Examples: sidewalks, storm water and sewer repair, signal enhancement and neighborhood improvement programs.

The Capital Improvements Program is a schedule and strategy for funding and planning the construction, maintenance and replacing the infrastructure and public facilities for a six-year planning window.

PRIORITIZING CAPITAL IMPROVEMENTS

Capital improvement projects and programs are prioritized based on their relationship to the following City Council adopted priorities:

- | | |
|--|---------------------------|
| • Public Safety | • Economic Vitality |
| • Governance & Legislative Engagement | • Quality of Place |
| • Fiscal Sustainability & Accountability | • Quality Housing Options |

KEY POINTS

- The development of the 2025 Capital Improvements Program (CIP) represents a collaboration between multiple City departments, resulting in a comprehensive database of all public improvement needs planned everywhere in the City, from the Airport to the Zoo.
- The Capital Improvements Program fulfills the City's Charter requirement that the City Manager shall ".... secure an estimate of all capital projects pending and of those which it is recommended should be undertaken (a) within the budget year and (b) within the next five succeeding years."
- The Program identifies capital projects and programs that will be funded in 2025 and those projects and programs potentially funded between 2026– 2030.
- Many of the projects planned for construction in 2025 will be funded from the renewal of the 1/4-Cent Capital Improvements Sales Tax and the 1/8-cent Transportation Sales Tax, both renewed in 2019.
- The CIP is updated on an annual basis, creating an opportunity for new projects or programs to be added and existing projects to be amended, as construction schedules and funding demands. This annual review allows projects and programs to receive consideration for funding and inclusion in the annual budget.
- The CIP also strives to align anticipated capital improvements with adopted plans, studies and related programs the City and its various departments are charged with following.
- The CIP provides a list of identified, but unfunded Capital Improvements that should be pursued in next 10 years.
- The complete 2025 CIP Report can be accessed once the draft have been prepared at www.springfieldmo.gov/5319/Capital-Improvements-Program-CIP

PLANNED CAPITAL IMPROVEMENTS (2025)

154 Projects/Programs - Estimated Cost: \$279,181,317

PLANNED CAPITAL IMPROVEMENTS (2026 – 2030)

130 Projects/Programs - Estimated Cost: \$451,804,655

COMPLETED CAPITAL IMPROVEMENTS (2024)

19 Projects/Programs - Total Cost: \$87,349,677

For more information, contact:

Planning and Development Department -

City of Springfield

840 Boonville Avenue Springfield, Missouri 65802

417-864-1031 - Email: aowen@springfieldmo.gov

3/31/25

CITYWIDE PROJECTS & PROGRAMS

- 2021-2025 Bridge Repair and Replacement
- 2025-2029 Street Stabilization and Major Repaving
- 2025 Federal Pavement Resurfacing Project
- 2025-2029 Public/Private Shared Cost and Economic Development
- 2025-2029 Traffic Signal Program and Traffic Calming Program
- 2025-2029 Sidewalk/Curb/Gutter & Ramp Construction Program
- 2021-2025 Sidewalk Connections and Other Transit Improvements
- 2021-2025 ADA Sidewalk Improvements
- 2021-2025 Railroad Safety Improvements
- 2021-2025 Trail Improvements
- 2021-2025 Turn Lane and Safety Improvements
- Fleet Management Software Upgrade
- Fulbright Spring Greenway Trail - Lost Hill Park Pedestrian Bridge
- Green Infrastructure Projects
- Minor Neighborhood Improvement Program
- Minor Capacity and Development Sewer Improvement Program
- Neighborhood Initiatives Program (Neighborhood Works Program)
- RAISE – Ungap the Map (various locations in Zone 1 and 3)
- Reforestation and Landscaping Program
- Springfield Noble Hill Sanitary Landfill -
 - Solid Waste Facility Security Improvements
 - Landfill Final Cover System
 - Landfill Equipment Storage and Office Improvements
 - Landfill Expansion – Cell 3 - 5
 - Gas Collection System Improvements
 - Leachate Management Improvements
- Sanitary Sewer Overflow Reduction Project
- Shared Cost Sanitary Sewer Construction – Developer Agreements
- Stormwater Improvements – Miscellaneous Small Projects
- Springfield-Branson National Airport,
 - Cargo Apron Reconstruction
 - Fuel Farm Capacity and System Improvements
 - Lester Jones Lift Station
 - Long-term Parking Lot Expansion
 - North T-Hangar Taxilane & Site Preparation
 - Replace Five Passenger Boarding Bridges
 - Short-term Parking Lot Expansion
 - Terminal Apron Expansion
 - Terminal Flooring Replacement
- Sunshine Street Corridor Study
- Traffic Signal Replacements (Various Locations)
- Transportation Management System Improvements

COUNCIL ZONE 1 PROJECTS

- Animal Control Shelter
- Clifton Avenue Road Improvements, Kearney Street to High Street
- Commercial Street Public Improvements
- Fire Station #2 – Facility Upgrade
- Grant Avenue Bridge Rehabilitation
- Grant Avenue Stormwater Improvements, Norton Road to Woodridge Street
- Historic City Hall Renovation Phase 2
- Jefferson Avenue Footbridge
- Kansas Expressway Sidewalks Construction, I-44 to James River Freeway
- Mt. Vernon and Miller Street Sidewalk Improvements
- Main Avenue Bridge over Jordan Creek
- Missouri Job Center (Workforce Development) Facility Improvements
- Northwest Treatment Plant – Facility Improvements
- Nichols Street Improvements – Dickerson Avenue to Hutchinson Avenue
- Partnership Industrial Center – West Development
- Pacific Street, Colgate Avenue to Golden Avenue
- Police Headquarters Facility Improvements
- Renew Jordan Creek, Main Avenue to Boonville Avenue
- Renew Jordan Creek, Phelps Street to Boonville Avenue
- Sanitary Sewer Tax Bill for District 19L of Section 1 (Scenic and Catalpa)
- Sanitary Sewer Tax Bill for District 19L of Section 1 (Miller and Mt. Vernon)
- Scenic Avenue Road Improvements, Olive Street to Grand Street
- Silver Springs Park Pavilion Renovations
- South Dry Sac Streambank Stabilization
- Walnut Street Bridge over Jordan Creek
- Westport Branch Green Infrastructure and Stormwater Improvements
- Willard Road Stormwater Improvements near Springfield/Branson Regional Airport
- Interstate 44 Improvements from Kansas Expressway to Glenstone Avenue

COUNCIL ZONE 2 PROJECTS

- Fire Station #3 Facility Upgrade
- Commercial Street Public Improvements
- Cooper Soccer and Killian Softball / Cooper Youth Baseball Improvements
- Division / Pythian Railroad Crossing Elimination Concept Design
- Eastgate Avenue Extension, Division Street to LeCompte Street
- Hammons Field Improvements
- Jordan Creek Greenway Trail - Sherman Parkway
- Jordan Creek Greenway Trail -Smith Park
- Kimbrough Ave. and Harrison Street Stormwater Improvements
- LeCompte Road Widening and Trail Improvements, Division Street to BNSF Crossing
- Loren Street/Karla Avenue to Bennett Street/Meadowview Avenue Stormwater Improvements
- National Avenue and Division Street Intersection Improvements
- Rockhurst Street and Patterson Avenue to Cedarbrook Avenue Stormwater Improvements
- Sanitary Sewer Overflow Reduction Project – East Chestnut Phase: Rockhurst
- Sanitary Sewer Overflow Reduction Project – Pea Ridge
- Stormwater Improvements near Stewart Avenue and Smith Street

COUNCIL ZONE 3 PROJECTS

- Abby Lane Trunk Sewer
- Campbell Avenue Improvements, Republic Road to Westview Street
- Campbell and Walnut Lawn Intersection Improvements
- Environmental Services Operations Facility
- Fire Station #9 Facility Upgrade
- Grant Avenue Parkway
- Hilton Avenue Road Improvements, Mt. Vernon Street to Walnut Street
- James River Lift Station Improvements
- Jordan Valley Creek Sewer Improvements
- Kansas Avenue Road Improvements, Maplewood Street to Walnut Lawn Street
- Kansas Expressway and Sunset Street Intersection Improvements
- Kansas Expressway and Walnut Lawn Intersection Improvements
- Kansas Expressway Sidewalk Improvements, Grand Street to James River Freeway
- National Avenue Road Improvements, Battlefield Street to Walnut Lawn
- Pickwick and Catalpa Street Stormwater Improvements
- Oscar Bloom Golf Course Stream Restoration Phase 1
- Sanitary Sewer Overflow Reduction Project – Inman Creek
- Sanitary Sewer Overflow Reduction Project – Lower Wilson Parallel Trunk
- Scenic Avenue Bridge over Wilson Creek and Sidewalk Connection to Wilson's Creek Greenway
- Scenic Avenue Road Improvements, Grand Street to Sunshine Street
- Southwest Treatment Plant – Numerous Capacity, Efficiency, and Renewable Energy Improvements
- South Creek Greenway Trail - FF Gap Completion

COUNCIL ZONE 4 PROJECTS

- Campbell Avenue and Walnut Lawn Intersection Improvements
- Chadwick Flyer – Kissick Avenue to Sunshine Street
- Chimney Hills Subdivision Stormwater Improvements Cooper Mill Trunk Sewer
- Fremont Avenue Improvements, Erie Street to Independence Street
- Galloway Street – Luster to Lone Pine
- Hazelwood Cemetery Office and Maintenance Building
- Hunt Branch Sewer Improvements Metal Pipe Rehabilitation Project from Bradford Lake to Primrose Street
- National Avenue and Sunset Street Intersection Improvements
- National Avenue Road Improvements, Battlefield Street to Walnut Lawn
- R.E. Lee McDaniel / George Moore Park Development Phase I
- South Creek Greenway Trail Connection Improvements, Fremont Avenue to Glenstone Avenue Springfield
- Art Museum Expansion and Renovation Phase I
- Sunshine Street Improvements from Glenstone Avenue to Blackman Road
- US65 and Evans Road Interchange Signal and Lighting Improvements



EXPLANATION TO COUNCIL BILL 2025-145 (CARROLL)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A resolution amending Resolution 10663, adopting the City's Comprehensive Plan, Forward SGF, by changing Chapter 9, Transportation & Mobility, to remove a future collector generally located between Farm Road 151 and Farm Road 159.

PURPOSE: To amend the Major Thoroughfare Plan ("MTP") in the City of Springfield to remove a future collector ("Exhibit B").

BACKGROUND INFORMATION: Forward SGF, the City of Springfield's Comprehensive Plan was adopted by City Council on November 14, 2022. Chapter 9, Transportation & Mobility, describes the MTP on Page 102 and depicts the major thoroughfares within the city on Page 104. The MTP provides an overall framework for making decisions on thoroughfare improvements and extensions, identifies approximate locations of future major transportation corridors, and serves as a general guide for securing street right-of-way. Future roads are shown in general locations, and the actual locations may vary.

The MTP for the metropolitan area ("Exhibit A") is maintained by the Ozarks Transportation Organization ("OTO") in coordination with member jurisdictions. The proposed amendments are also being considered concurrently by OTO and Greene County.

The Planning and Zoning Commission and City Council have the authority to amend the City's MTP per Section 11.6 of the City Charter.

Staff have determined that the future east and west collector planned to be located generally between Farm Road 151 and Farm Road 159 and depicted on ("Exhibit B") is not necessary. A second proposed east-west collector is planned less than a quarter mile to the north and would carry the same traffic as the collector in question, and therefore, should be removed from the MTP. The applicant has additionally identified existing topographic challenges of the site that would make constructing this connection in its present planned location infeasible. The OTO board voted to approve amending the Major Thoroughfare Plan to remove the subject collector.

RECOMMENDATIONS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval by a vote of 6 to 0. The departments of Public Works and Planning and Development recommend approval of the amendment to the MTP.



Submitted By: Justin Crighton, Assistant Director of Planning and Development

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 7/8/2025

- Attachments:**
1. Major Thoroughfare Plan Amendment
 2. MTP Amendment_exhA
 3. MTP Amendment_exhB
 4. MTP Amendment_exhC

One-rdg. X
P. Hrngs.
Pgs. 11
Filed: 07-08-25

Sponsored by: Carroll

COUNCIL BILL 2025-145 RESOLUTION

A RESOLUTION

1 AMENDING Resolution 10663, adopting the City’s Comprehensive Plan, Forward
2 SGF, by changing Chapter 9, Transportation & Mobility, to remove a
3 future collector generally located between Farm Road 151 and Farm
4 Road 159.
5 _____
6
7 WHEREAS, on November 14, 2022, the City Council adopted Resolution 10663,
8 the City’s Comprehensive Plan, Forward SGF, the master plan for development of the
9 City which contains a Major Thoroughfare Plan; and
10
11 WHEREAS, on August 5, 2024, City Council amended Resolution 10663 by
12 removing a future primary arterial and adding a future collector in the Major
13 Thoroughfare Plan in Resolution 10775.
14
15 WHEREAS, the Major Thoroughfare Plan, described in Chapter 9, Transportation
16 & Mobility, depicts the major thoroughfares within the City, provides a framework for
17 making decisions on thoroughfare improvements and extensions, identifies approximate
18 locations of future major transportation corridors, and serves as a general guide for
19 securing street rights-of-way; and
20
21 WHEREAS, future roads are shown in general locations and actual locations of
22 such roads may vary once built; and
23
24 WHEREAS, the Major Thoroughfare Plan, attached as “Exhibit A” and
25 incorporated herein by this reference, is maintained by the Ozarks Transportation
26 Organization in coordination with member jurisdictions; and
27
28 WHEREAS, the Planning and Zoning Commission and City Council have the
29 authority to amend the Major Thoroughfare Plan per Section 11.6 of the City Charter;
30 and
31
32 WHEREAS, topographical challenges to the proposed location of the subject
33 future collector have been identified that make construction of the connection in the
34 presently identified location infeasible; and
35

36 WHEREAS, staff has determined that the future east-west collector planned to
37 be located generally between Farm Road 151 and Farm Road 159 is not necessary, as
38 a second proposed east-west collector is planned within one-quarter mile to the north
39 and would carry the same traffic as the collector in question; and
40

41 WHEREAS, the Ozarks Transportation Organization board has approved
42 amending the Major Thoroughfare Plan to remove the subject future collector; and
43

44 WHEREAS, the Planning and Zoning Commission held a public hearing on June
45 12, 2025, and recommended approval of the proposed Major Thoroughfare Plan
46 amendment by a vote of 6 to 0.
47

48 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
49 SPRINGFIELD, MISSOURI, as follows, that:
50

51 Section 1 – City Council hereby amends Resolution 10663, adopting the city’s
52 Comprehensive Plan, Forward SGF, by changing Chapter 9, Transportation & Mobility,
53 to remove a future collector generally located between farm Road 151 and Farm Road
54 159, as depicted on “Exhibit B,” attached hereto and incorporated herein by this
55 reference.
56

57 Section 2 – The Director of Planning and Development and the City Clerk are
58 directed to maintain official copies of the Major Thoroughfare Plan in their offices.
59

60 Section 3 – This Resolution shall be effective immediately upon adoption.
61

62 Passed at meeting: _____
63

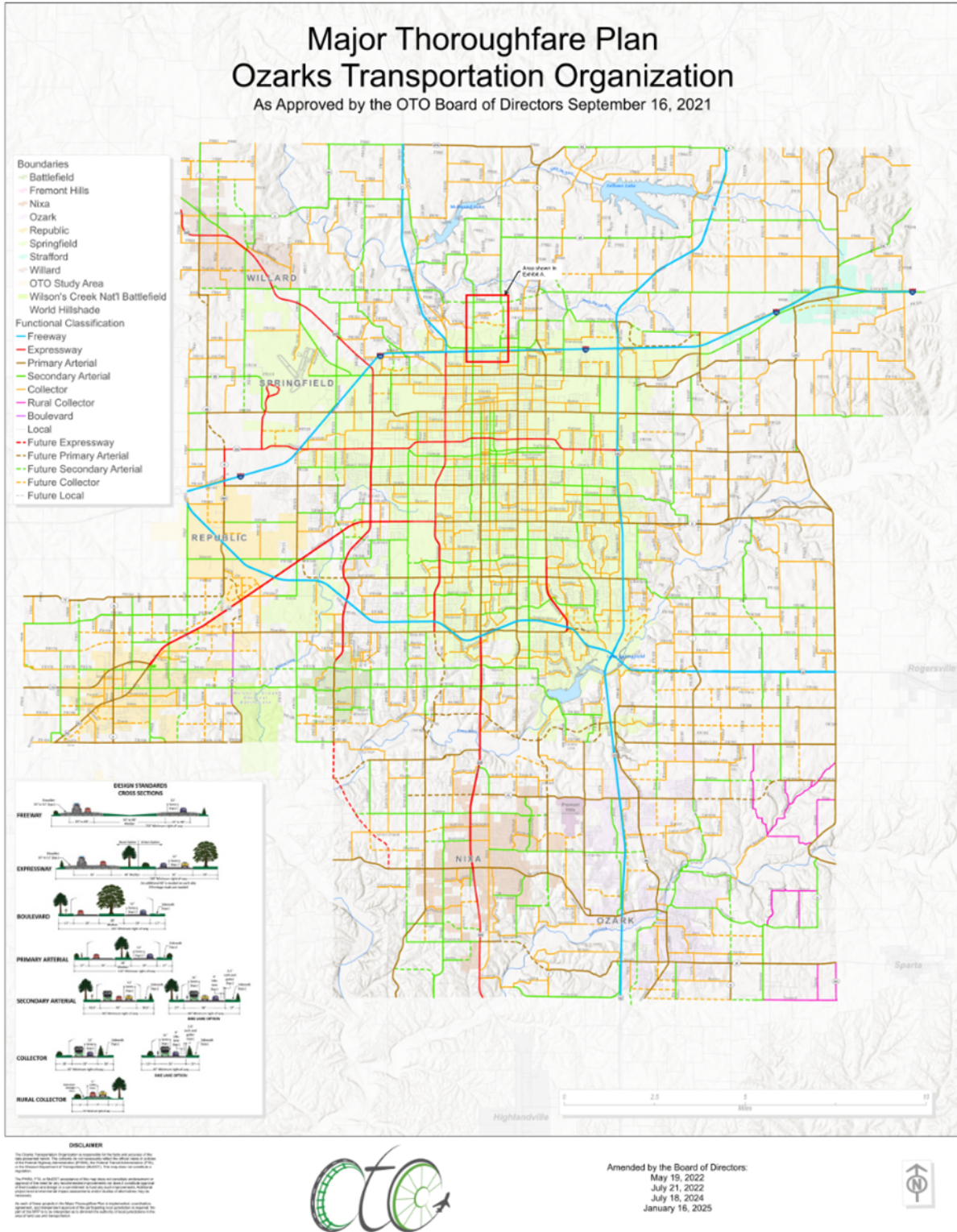
64 _____
65 Mayor
66

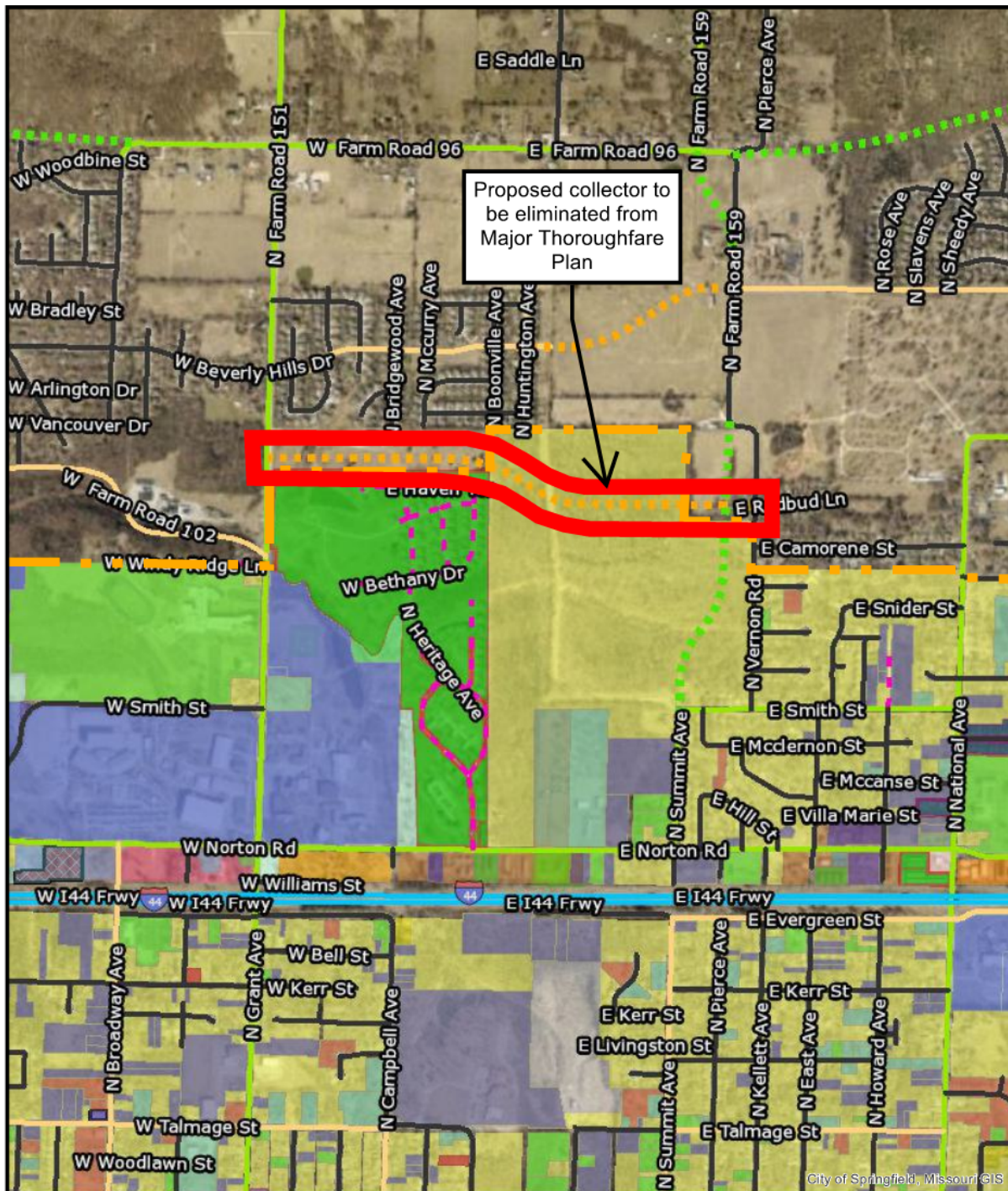
67 Attest: _____, City Clerk
68

69 Filed as Resolution: _____
70

71 _____
72 Approved as to form: Laura Vales, Assistant City Attorney
73

74 _____
75 Approved for Council action: [Signature], City Manager





Development Review Staff Report



PLANNING AND ZONING COMMISSION PUBLIC HEARING:
CITY COUNCIL PUBLIC HEARING:

JUNE 12, 2025

July 14, 2025

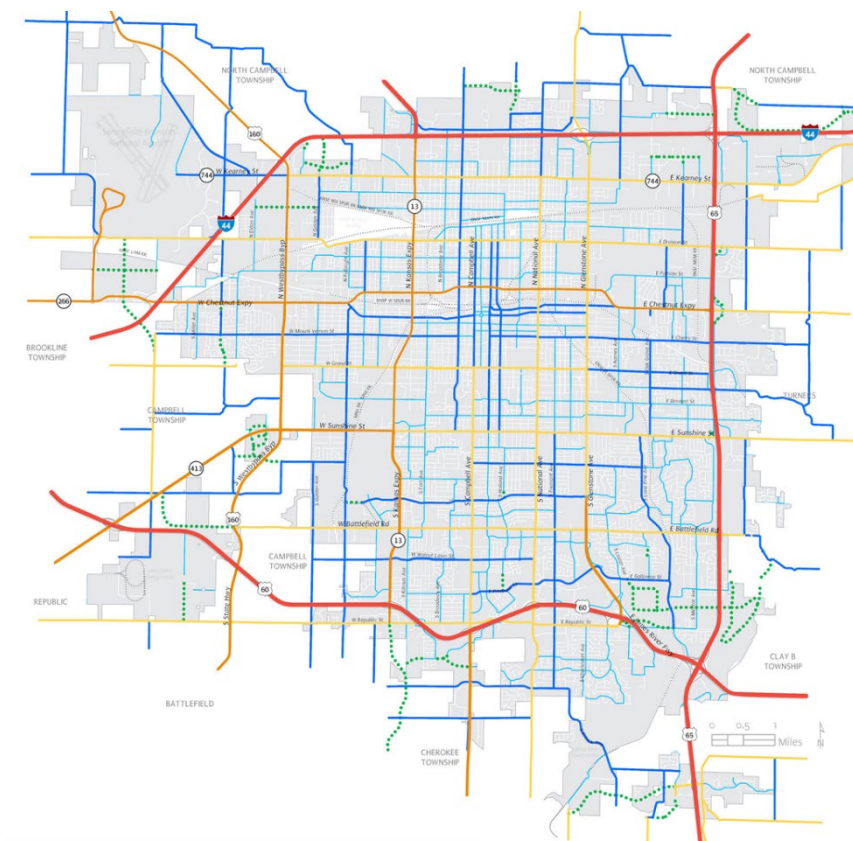
CASE: Major Thoroughfare Plan Amendment

LOCATION: From North Farm Road 159 near Camrone St extending west Farm Road 151.

STAFF: Scott Bachman, AICP, 864-1997
[Choose an item.](#)

STAFF RECOMMENDATIONS:
 Approve

PROPOSED MOTION: Move to approve as submitted in the staff report. Required vote is a majority of those present (5 members are a quorum).



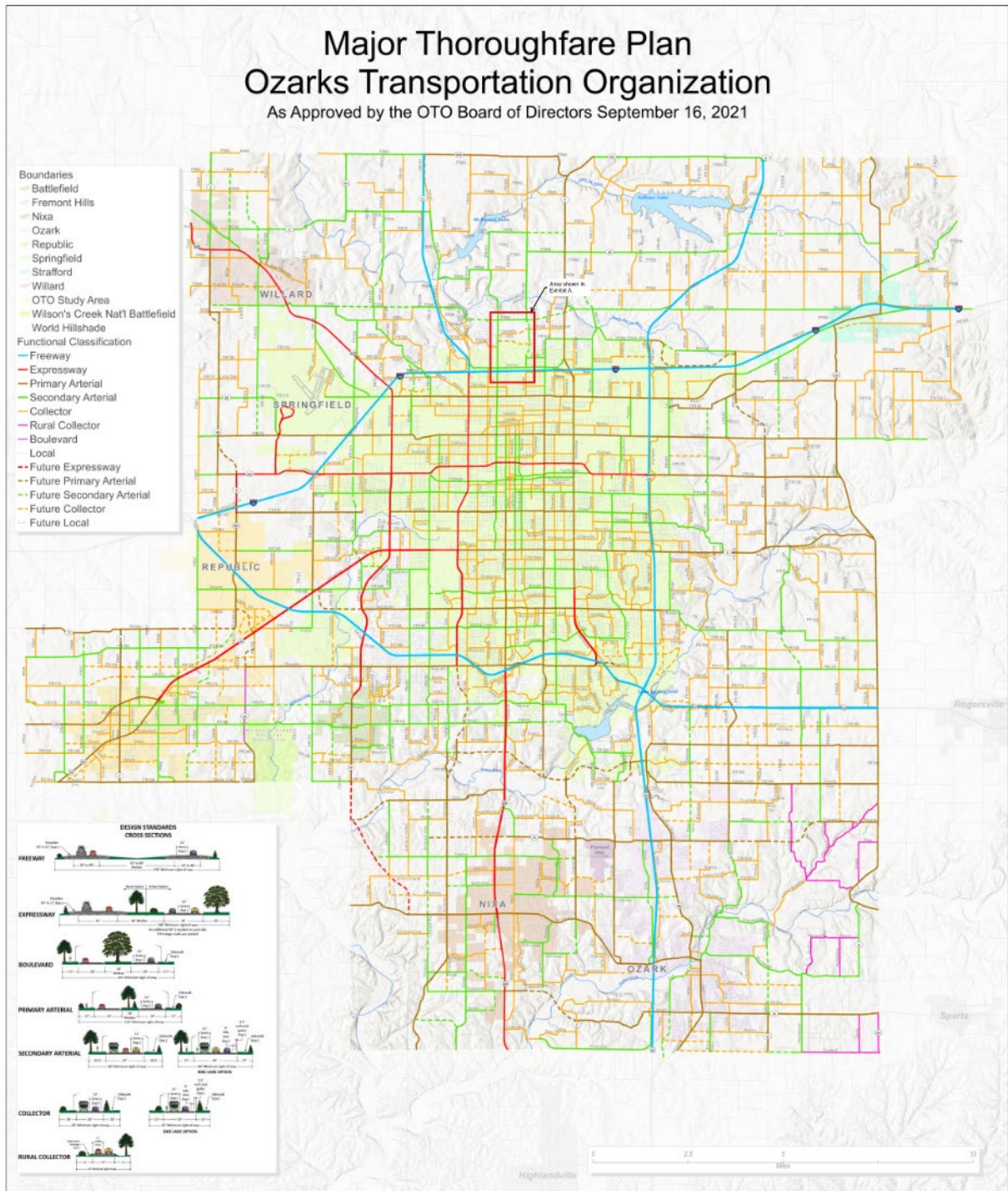
SUMMARY OF REQUEST:

To amend the Major Thoroughfare Plan exhibit on page 104 of the Springfield, Missouri, Forward SGF Comprehensive Plan to (1) remove a future collector from North Farm Road 159 near Camorene St.to West Farm Road 151.

FINDINGS FOR STAFF RECOMMENDATIONS:

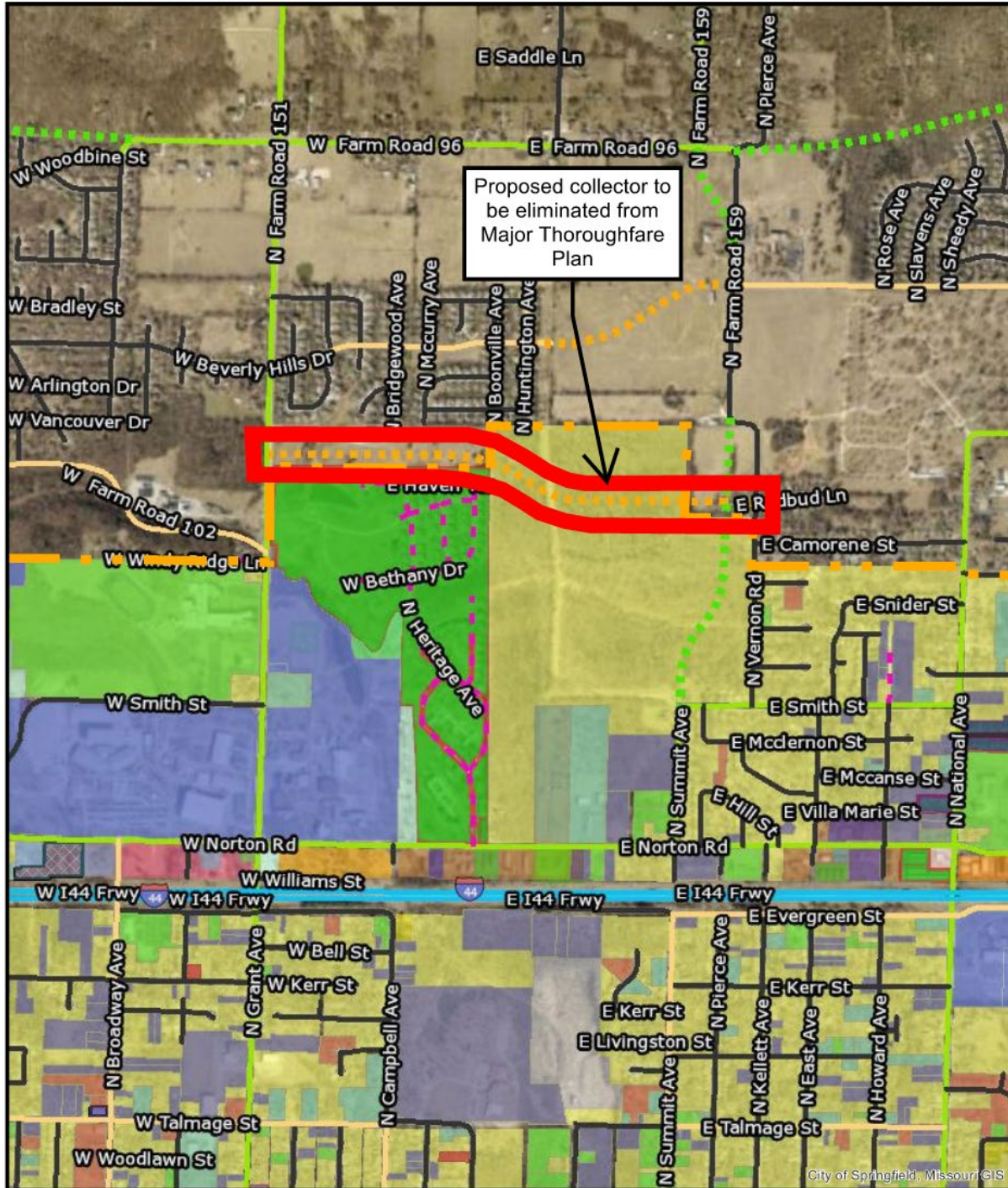
1. The Springfield, Missouri, Forward SGF Comprehensive Plan was adopted by City Council on November 14, 2022. Chapter 9, Transportation & Mobility, describes the Major Thoroughfare Plan on page 102 and depicts the major thoroughfares within the city on page 104.
2. The Major Thoroughfare Plan ("Exhibit A"), as maintained by Ozarks Transportation Organization (OTO) in coordination with member jurisdictions, represents future roadway functions in the region. It provides an overall framework for making decisions on thoroughfare improvements and extensions, identifies approximate locations of future major transportation corridors, and serves as a general guide for securing street rights-of-ways. Future roads are shown in general locations, and the actual locations may vary.
3. The Planning and Zoning Commission and City Council have the authority to amend the Major Thoroughfare Plan per Section 11.6. in the City Charter.
4. Staff has determined that the future east and west collector planned to be located generally between Farm Road 151 and Farm Road 159 and depicted on ("Exhibit A") is not necessary. A second proposed east-west collector is planned less than a quarter mile to the north and would carry the same traffic as the collector in question; and therefore, should be removed from the Major Thoroughfare Plan.
5. The applicant identified the topographic challenges of the site that would make constructing this connection infeasible.
6. The OTO board voted to approve amending the Major Thoroughfare Plan to remove the subject collector.

TRANSPORTATION PLAN:



Development Review Staff Report

PLAN AMENDMENTS:



COMPREHENSIVE PLAN RECOMENDATIONS:

The Major Thoroughfare Plan should be reviewed at least every five years with amendments adopted by OTO (the designated Metropolitan Planning Organization for the Springfield urbanized area) and the City of Springfield (and other OTO member jurisdictions, as applicable) based on the degree to which the existing and future streets are projected to provide mobility to through traffic and access to adjacent land (page 102).

PLANNING AND ZONING COMMISSION AUTHORITY:

Section 11.2. Planning and zoning commission—Powers and duties.

The city planning and zoning commission shall have the power and shall be required to:

- (1) Prepare and recommend to the city council a master plan, and amendments thereto, for the physical development of the City, as defined in this Article.
- (2) Prepare and recommend regulations pertaining to subdivision and development of land to the city council.
- (3) Review and approve subdivisions and development of land in accordance with the authority and procedures established by the city council.
- (4) Prepare for the city council an official map of the City and make recommendations with respect to proposed changes in such map.
- (5) Review and make recommendations with respect to proposed changes in the zoning ordinance and zoning map.
- (6) Hold public hearings on requests for rezoning, amendments to the zoning ordinance, amendments to the comprehensive plan, and such other planning and zoning matters as may be required by law or the provisions of this Charter. Rules with respect to the conduct of public hearings shall be adopted by the commission.
- (7) Review and recommend proposed capital improvements which in the opinion of the commission are necessary or desirable to be constructed.
- (8) Promote public interest in and understanding of the comprehensive plan and of zoning and planning.
- (9) Perform such other investigations and studies as may be referred to it by the city council or the city manager and make recommendations thereto.
- (10) Meet not less than once each month and keep a public record of its resolutions, findings and determinations.

Section 11.6. Adoption of master plan.

The commission may adopt the master plan as a whole by a single resolution or may by successive resolutions adopt successive parts of the plan, said parts corresponding to major geographical sections of the city or to functional divisions of the subject matter of the plan, and may adopt any amendment or extension thereof or addition thereto. The adoption of the plan, or any such part, amendment, extension or addition shall be by resolution carried by the affirmative vote of not less than a majority of the commission, but before the adoption of the plan or any such part or any modification, extension or addition, the commission shall hold at least one public hearing on the proposed action. An attested copy of the plan or part thereof shall be certified to the council. Neither the master plan, nor any element of the plan, shall have the legal effect set out in Section 11.7 of this chapter unless the plan, or the element of the plan in question, shall have been approved by the city council.

Section 11.7. Legal status of master plan.

- (1) *Master plan to provide general guidelines.* The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) *Regulations to generally conform to master plan.* All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.

Development Review Staff Report



- (3) *Master plan to guide public improvements.* The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
- (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
 - (f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

STAFF COMMENTS:

1. The Springfield, Missouri, Forward SGF Comprehensive Plan was adopted by City Council on November 14, 2022. Chapter 9, Transportation & Mobility, describes the Major Thoroughfare Plan on page 102 and depicts the major thoroughfares within the city on page 104.
2. The Major Thoroughfare Plan ("Exhibit A"), as maintained by Ozarks Transportation Organization (OTO) in coordination with member jurisdictions, represents future roadway functions in the region. It provides an overall framework for making decisions on thoroughfare improvements and extensions, identifies approximate locations of future major transportation corridors, and serves as a general guide for securing street rights-of-ways. Future roads are shown in general locations, and the actual locations may vary.

NEIGHBORHOOD MEETING:

A neighborhood meeting is not required for a MTP amendment.

PUBLIC NOTIFICATIONS:

The public notice was advertised in the Daily Events at least 15 days prior to the public hearing.



EXPLANATION TO COUNCIL BILL 2025-146 (ADIB-YAZDI)

FILED: 06/23/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 47 acres of property generally located at 6217 South Southwood Avenue from Planned Development No. 258 and GI, Government and Institutional Use District with Conditional Overlay No. 36, to GI, Government and Institutional Use District; establishing Conditional Overlay District No. 269; and adopting an updated Official Zoning Map. (By: Tea Properties MO I, LLC; 6217 South Southwood; Z-4-2025 with Conditional Overlay District No. 269).

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 47 acres generally located at 6217 South Southwood Avenue from Planned Development No. 258 and GI, Government and Institutional District w/ COD No. 36 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 269. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-4-2025 CONDITIONAL OVERLAY DISTRICT NO. 269

The applicant is requesting to rezone approximately 47 acres generally located at 6217 South Southwood Avenue from Planned Development No. 258 and GI, Government and Institutional District w/ COD No. 36 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 269. The applicant, Mercy, is rezoning for future healthcare and institutional development of the subject properties.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval, by a vote of 6 to 0. The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small

commercial sales and service business, and a mix of community-orientated amenities.

2. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as primary use.
3. The subject property is located near one of Springfield's major intersections of Riverbluff Boulevard and U.S. Highway 65, classified as a primary arterial and freeway, respectively.
4. The proposed COD requires a traffic study at the time of development and identifies the requirements for the future arterials through the property. This will replace the existing Planned Development 258 which allows GR, O-1 and R-LD District uses with improvements for east-west arterial. The GI with COD 36 requires a developer's agreement for the construction of Riverbluff Blvd. to Southwood Ave. prior to development. This requirement has been satisfied.
5. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold titles to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
6. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
7. There are changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring, including an orthopedic hospital.
8. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north, south and west is zoned GI and is owned by Mercy.
9. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
10. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.

11. The proposed zoning will not correct an error in the application of this article but rather will provide a viable use of the property subject to the provisions of the zoning district.
12. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the findings of facts above.

Submitted By: Daniel Neal, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

- Attachments:**
1. Z-4-2025 COD 269 - 6217 S. Southwood Ave.
 2. Z-4-2025 COD 269_exhA
 3. Z-4-2025 COD 269_exhB
 4. Z-4-2025 COD 269_exhC
 5. Z-4-2025 COD 269_exhD

One-rdg. _____
P. Hrngs. X
Pgs. 25
Filed: 07-08-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-146

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 47 acres of property generally located at 6217 South Southwood
4 Avenue from Planned Development No. 258 and GI, Government
5 and Institutional Use District with Conditional Overlay No. 36, to GI,
6 Government and Institutional Use District; establishing Conditional
7 Overlay District No. 269; and adopting an updated Official Zoning
8 Map.
9 _____

10
11 WHEREAS, an application has been filed for a zoning change of the property
12 generally located at 6217 South Southwood Avenue from Planned Development No.
13 258 and GI, Government and Institutional Use District with Conditional Overlay No. 36,
14 to GI, Government and Institutional Use District and establishing Conditional Overlay
15 District No. 269; and
16

17 WHEREAS, Conditional Overlay District No. 269 shall modify the requirements of
18 the Springfield Land Development Code Section 36-401, GI – Government and
19 Institutional Use District, by requiring that the property described in "Exhibit B" comply
20 with the requirements described in "Exhibit A," both attached hereto and incorporated
21 herein by this reference; and
22

23 WHEREAS, following proper notice, the Planning and Zoning Commission held a
24 public hearing on June 12, 2025, a copy of the Record of Proceedings from said public
25 hearing being attached hereto and incorporated herein by this reference as "Exhibit C,"
26 and said Commission made its recommendation of approval with a vote of 6 to 0; and
27

28 WHEREAS, the City has reviewed the applicant's request and prepared a staff
29 report concerning the application, which is attached hereto and incorporated herein by
30 this reference as "Exhibit D"; and
31

32 WHEREAS, proper notice was given of a public hearing before City Council, and
33 said hearing was held in accordance with the law.

34 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
35 SPRINGFIELD, MISSOURI, as follows, that:

36
37 Section 1 – The property described in "Exhibit B" is hereby rezoned from
38 Planned Development No. 258 and GI, Government and Institutional Use District with
39 Conditional Overlay No. 36, to GI, Government and Institutional Use District, with
40 Conditional Overlay District No. 269. Springfield Land Development Code, Section 36-
41 306, 'Official zoning map and rules for interpretation,' is hereby amended, changed, and
42 modified consistent with this Ordinance.

43
44 Section 2 – City Council hereby establishes Conditional Overlay District No. 269,
45 which shall contain the requirements and standards provided in "Exhibit A." The
46 requirements of Conditional Overlay District No. 270 shall modify the requirements of
47 the Springfield Land Development Code Section 36-401, GI – Government and
48 Institutional Use District, by requiring the property described in "Exhibit B" to comply
49 with the requirements contained in "Exhibit A."

50
51 Section 3 – City Council hereby directs the City Manager, or designee, to update
52 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
53 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
54 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
55 rules of interpretation.'

56
57 Section 4 – The Official Zoning Map herein adopted shall be maintained and
58 archived in the same digital form in which this Council has approved its adoption.

59
60 Section 5 – This Ordinance shall be in full force and effect from and after
61 passage.

62
63 Passed at meeting: _____

64
65 _____
66 Mayor

67
68 Attest: _____, City Clerk

69
70 Filed as Ordinance: _____

71
72 Approved as to form: Laura Vales, Assistant City Attorney

73
74 Approved for Council action: [Signature], City Manager
75
76

EXHIBIT A
CONDITIONAL OVERLAY DISTRICT PROVISIONS
ZONING CASE Z-4-2025 COD 269

The requirements of Section 36-401 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. Off-site improvements related directly to the intensity of development shall be required at the time of development and the dedication of the future ROW for mapped streets (future primary arterial, Southwood Avenue, and Riverbluff Boulevard). These streets shall be constructed at the time of development, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches. To determine the additional off-site improvements needed for the intensity of development, a traffic impact study (TIS) that is in a format acceptable to the City shall be submitted at the time of development. Development shall be approved only after the TIS is approved by the City Traffic Engineer, and only after the off-site improvements are incorporated into the approved site plan, public improvement plan, and/or other permits (as applicable). These off-site improvements shall be constructed at no cost to the City and in accordance with the requirements in Section 36-250 and applicable section of the Public Works Design Standards. All public improvements must be constructed and approved, or funds escrowed for such improvements, prior to the issuance of any building permits.

EXHIBIT B
LEGAL DESCRIPTION

ALL THAT PART OF THE FOLLOWING DESCRIBED LYING SOUTH OF E. RIVERBLUFF BLVD., WEST OF S. SOUTHWOOD AVE., AND SOUTH OF E. ANNE STREET:

ALL THAT PART OF THE NORTHEAST QUARTER (NE1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION TWENTY-EIGHT (28), TOWNSHIP TWENTY-EIGHT (28) NORTH, RANGE TWENTY-ONE (21) WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING ALL OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED BY CORPORATION RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2535, AT PAGE 1270, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER (NE1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION TWENTY-EIGHT (28), TOWNSHIP TWENTY-EIGHT (28) NORTH, RANGE TWENTY-ONE (21) WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI; THENCE SOUTH 01°30'26" WEST ALONG THE EAST LINE OF SAID QUARTER QUARTER, A DISTANCE OF 1,276.21 FEET TO THE NORTHEAST CORNER OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED BY CORPORATION RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2789, AT PAGE 1032; THENCE DEPARTING SAID EAST LINE NORTH 87°29'08" WEST ALONG THE NORTH LINE OF SAID TRACT OF LAND, A DISTANCE OF 1,332.80 FEET TO THE NORTHWEST CORNER THEREOF, SAID POINT BEING IN THE WEST LINE OF SAID QUARTER QUARTER; THENCE NORTH 01°33'39" EAST ALONG SAID WEST LINE, A DISTANCE OF 1269.46 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 87°46'31" EAST ALONG THE NORTH LINE OF SAID QUARTER QUARTER, A DISTANCE OF 1,331.51 FEET TO THE POINT OF BEGINNING. AND ALSO, ALL THAT PART OF THE FOLLOWING DESCRIBED TRACT LYING SOUTH OF E. ANNE STREET:

ALL THAT PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, IN TOWNSHIP 28 NORTH, RANGE 21 WEST, CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING A PART OF THE TRACT OF LAND DESCRIBED IN THE GENERAL WARRANTY DEED DULY RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2010, AT PAGE 019472-10, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE TRACT OF LAND DESCRIBED IN THE GENERAL WARRANTY DEED DULY RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2010, AT PAGE 019472-10, SAID POINT BEING THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, IN TOWNSHIP 28 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI; THENCE SOUTH 01 DEGREES 30 MINUTES 26 SECONDS WEST ALONG THE WEST LINE OF SAID QUARTER QUARTER, A DISTANCE OF 605.75 FEET TO A POINT IN THE SAME, SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE SOUTH 01 DEGREES 30 MINUTES 26 SECONDS EAST, A DISTANCE OF

732.31 FEET TO A POINT MARKED BY A FOUND IRON PIN WITH CAP STAMPED, "LS 2000-161241", SAID POINT BEING THE NORTHWEST CORNER OF THE TRACT OF LAND DESCRIBED IN THE GENERAL WARRANTY DEED RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2005, AT PAGE 041139-05; THENCE SOUTH 87 DEGREES 22 MINUTES 09 SECONDS EAST ALONG THE NORTH LINE OF SAID TRACT OF LAND, AND BEYOND, ALONG THE NORTH LINE OF THE TRACT OF LAND DESCRIBED IN THE QUIT CLAIM DEED RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2791, AT PAGE 663, A DISTANCE OF 1,211.29 FEET TO THE NORTHEAST CORNER THEREOF, SAID POINT BEING IN THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 65, AS NOW ESTABLISHED; THENCE NORTH 05 DEGREES 04 MINUTES 32 SECONDS WEST ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 13.44 FEET TO A POINT IN THE SAME; THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE NORTH 08 DEGREES 46 MINUTES 01 SECONDS WEST, A DISTANCE OF 465.97 FEET TO A POINT IN THE SAME; THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE NORTH 25 DEGREES 42 MINUTES 20 SECONDS WEST, A DISTANCE OF 309.31 FEET TO A POINT IN THE SAME; THENCE DEPARTING SAID WEST RIGHT-OF-WAY LINE ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 270.00 FEET, AN INCLUDED ANGLE OF 21 DEGREES 53 MINUTES 36 SECONDS, A CHORD BEARING OF SOUTH 79 DEGREES 03 MINUTES 12 SECONDS WEST, AND A CHORD LENGTH OF 102.54 FEET, A DISTANCE OF 103.17 FEET TO A POINT OF TANGENCY; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 213.43 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 330.00 FEET AND AN INCLUDED ANGLE OF 24 DEGREES 11 MINUTES 05 SECONDS, A DISTANCE OF 139.29 FEET TO A POINT OF REVERSE CURVATURE; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 270.00 FEET AND AN INCLUDED ANGLE OF 27 DEGREES 57 MINUTES 53 SECONDS, A DISTANCE OF 141.21 FEET TO A POINT OF TANGENCY; THENCE NORTH 84 DEGREES 13 MINUTES 12 SECONDS WEST, A DISTANCE OF 93.29 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 270.00 FEET AND AN INCLUDED ANGLE OF 57 DEGREES 59 MINUTES 08 SECONDS, A DISTANCE OF 273.25 FEET TO A POINT; THENCE SOUTH 59 DEGREES 25 MINUTES 14 SECONDS WEST, A DISTANCE OF 103.91 FEET TO THE POINT OF BEGINNING, AND CONTAINING 792,707 SQUARE FEET OR 18.198 ACRES OF LAND, MORE OR LESS, EXCEPT ANY PART THEREOF TAKEN, DEEDED OR USED FOR ROAD OR HIGHWAY PURPOSES. SUBJECT TO ANY EASEMENTS OR RESTRICTIONS OF RECORD.

EXHIBIT C
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

COMMISSION ACTION: (combine presentation for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025 but with five separate votes)

Planning and Zoning Commissioner Knuckles moved to combine presentations for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025; Commissioner Scott seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

Z-4-2025 COD 269

6217 South Southwood Avenue

Applicant: Tea Properties MO I LLC

Mr. Sparlin states that this is a request to rezone approximately 47 acres from Planned Development No. 258 and GI, Government and Institutional District w/ COD No. 36 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 269.

Mr. Doennig opened the public hearing.

Mr. Ricky Haase, 550 E. St. Louis stated that he is representing Mercy Hospital, and they decided to rezone their properties in the area to get them cleaned up for long term use before the remapping is completed and they have no intention of ever selling these properties.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Z-4-2025 COD 269; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.



Bob Hosmer, AICP
Planning Manager



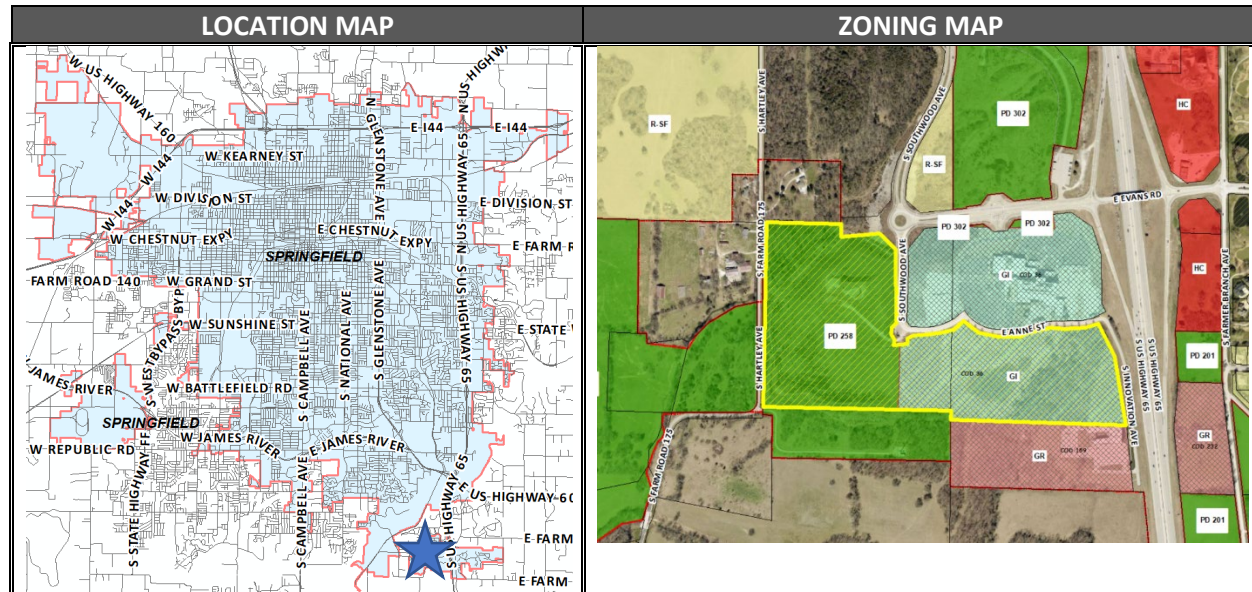
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-4-2025 with Conditional Overlay District No. 269
Location:	6217 S. Southwood Avenue
Total Acres:	47 acres
Applicant:	Tea Properties MO I, LLC
Existing Land Use:	Undeveloped land
Neighborhood Meeting:	May 20, 2025
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Mail, posted property, and legal in Springfield News-Leader
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-4-2025 with Conditional Overlay District No. 269 as set forth in Attachment 1 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to rezone approximately 47 acres generally located at 6217 South Southwood Avenue from Planned Development No. 258 and GI, Government and Institutional District w/ COD No. 36 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 269.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed in 2001, and the western portion was later rezoned to Planned Development No. 258 in 2003 while the eastern portion was rezoned to GI with COD 36 like the Orthopedic Hospital property in 2010.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

- (a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:
1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
 2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
 3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
 4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
 5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
 6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
 7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
 8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GI
Use Limitations	(a) No landfill activities shall occur within 1,000 feet of a residential district. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (c) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (d) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Institutional and Employment Center placetype.

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

Primary Land Uses:

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

Supporting Land Uses:

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities
- Office, hospitality, retail sales and service
- Maker, artisan, and innovations spaces
- Public and private schools and places of worship

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.

DEVELOPMENT REVIEW STAFF REPORT

- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

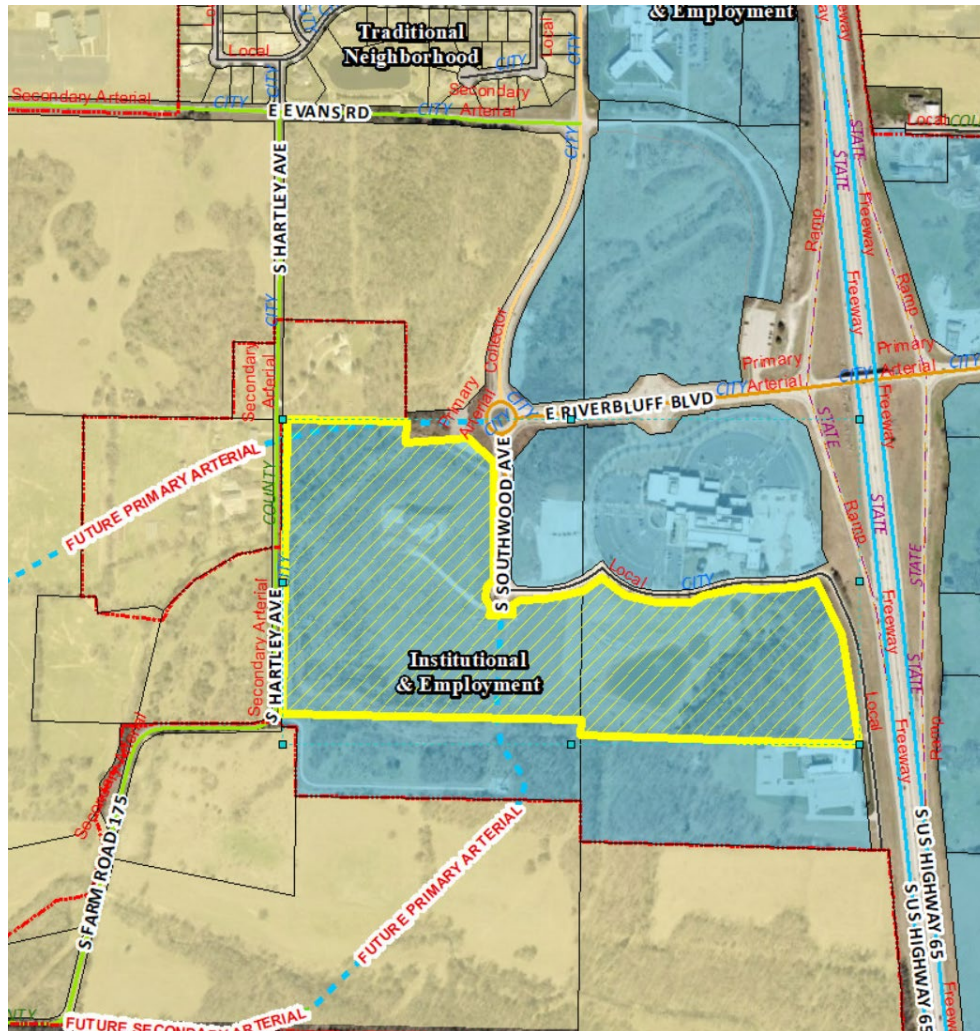
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.

TRANSITIONS:

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



DEVELOPMENT REVIEW STAFF REPORT

PLACETYPES	LAND USES														
	Single-Family Detached	Single-Family Attached	Multi-Family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Maker, Artisan & Innovation Spokes	Public & Private Schools & Places of Worship	Government, Healthcare & Institutional Facilities	Personal Services, Outdoor Sales & Service	Light Industry	Warehousing & Distribution Facilities	Heavy Industry & Manufacturing
Residential Neighborhood	●	○	◇	○	◇	◇	○								
Mixed Residential	●	●	○	○	◇	◇	○								
Downtown		●	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor		○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center		○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex			○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics			○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation		○	○	○	○	○	○	○	○	○	○	○	○	○	○

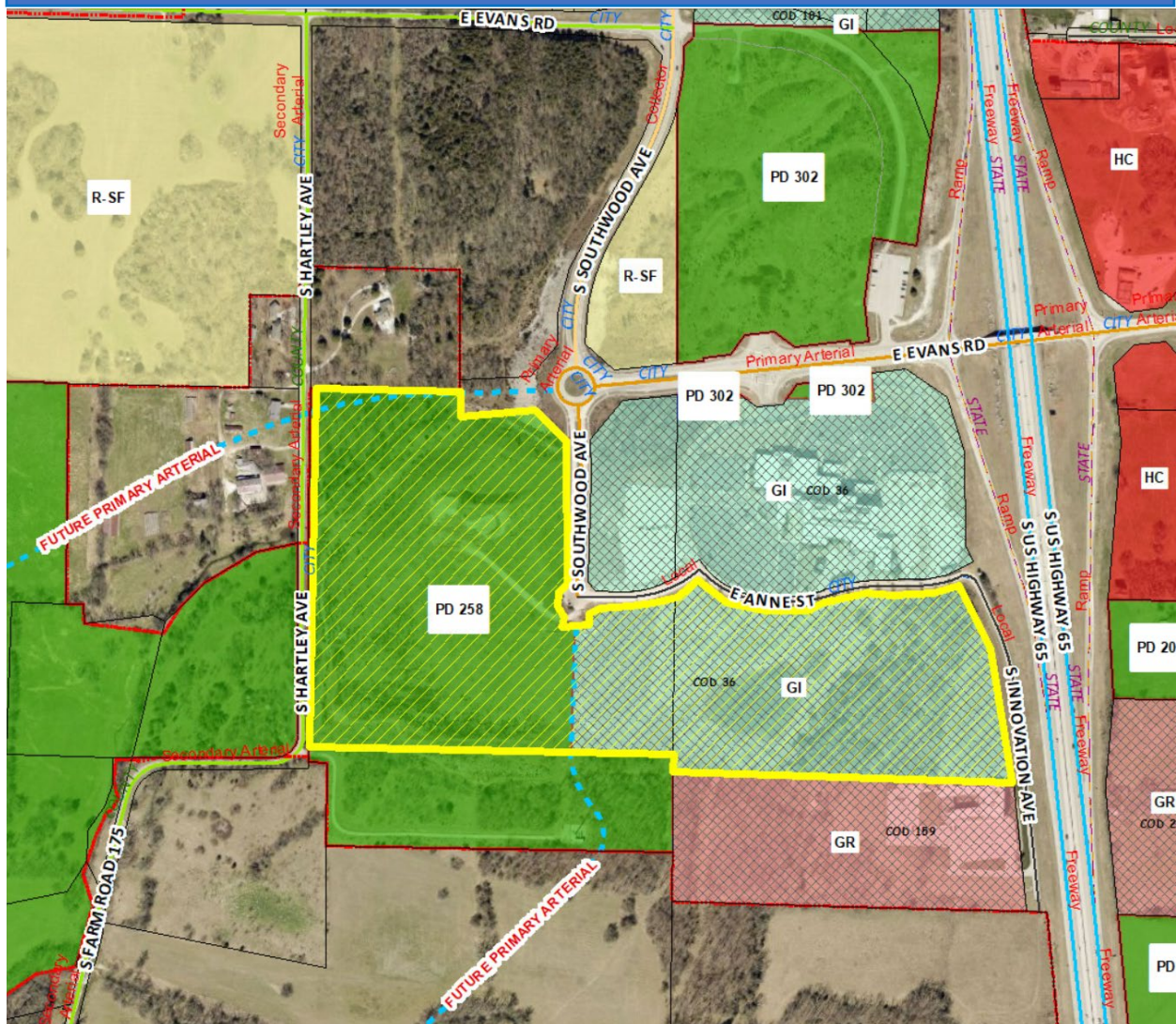
● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:**
Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

MAJOR THOROUGHFARE MAP:

DEVELOPMENT REVIEW STAFF REPORT



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-SF and GI	PD and GR COD 189	GI and U.S. 65	County R-1 & PD
LAND USE	Single-family and hospital	Dental clinic and PD	Vacant/undeveloped	Single-family and vacant land
PLACETYPES	Traditional Neighborhood and Institutional & Employment	Institutional & Employment	Institutional & Employment	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with proposed rezoning. The tract west of FR 175 does not currently have access to CU water, but it could be extended as part of a future development, per CU's extension policy. All other tracts have access to CU electric & water.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to the rezoning however we have the following comments regarding this site when it develops:

1. This property is subject to a \$0.0075 per sq. ft. trunkline connection fee. This fee is based on the area of property connecting or if the property is subdivided. These fees are typically added to the engineering and inspection fees if installing new public improvements, or to the sewer impact permit fee, whichever comes first.

FIRE DEPARTMENT:

No comments.

MODOT COMMENTS:

No apparent impact to MoDOT R/W at this time.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S. Southwood Avenue	Primary Arterial	City	50	40	NA	No	Yes	Yes
Street 2	E. Riverbluff Boulevard	Primary Arterial	City	50	60	NA	No	Yes	No
Street 3	E. Anne Street	Local	City	25	25	NA	No	Yes	Yes
Street 4	S. Innovation Avenue	Local	City	25	25	NA	No	Yes	No
Street 5	S. Hartley Avenue	Secondary Arterial	City/County	35	20	NA	No	Yes	No

DEVELOPMENT REVIEW STAFF REPORT

Street 6	Future Southwood Avenue	Primary Arterial	City	50	0	NA	No	Yes	No
Street 7	Future Riverbluff Boulevard	Primary Arterial	City	50	0	NA	No	Yes	No

ACCESS - All new or modified driveway approaches shall comply with the accepted traffic impact study, conditional overlay district, and current City of Springfield standards for the street classification.

- No direct access will be allowed to Southwood Avenue and Riverbluff Boulevard.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) is required at the time of development. The requirements of said study shall be incorporated in the site plan, public improvement plans, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of any building permit or plat.

- Both mapped future primary arterials, Southwood Avenue and Riverbluff Boulevard, shall be constructed, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu of Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
6217 S Southwood Ave	Farmer Branch	No	No	Yes	No	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Future Development on site requires Detention for Flood Control. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3.

a. Downstream properties are within Greene and Christian County. The Farmers Branch stream has only partial floodway on the tributary from this property.

WATER QUALITY REQUIREMENTS

DEVELOPMENT REVIEW STAFF REPORT

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

1. A Category D Small Tributary stream is located on the Property. A Stream Buffer area is required to be dedicated in a Stream Buffer Easement or on a Subdivision Plat. The stream buffer is minimum 60 feet wide with 30 feet wide buffer from top-of-bank on both sides.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 47 acres generally located at 6217 South Southwood Avenue from Planned Development No. 258 and GI, Government and Institutional District w/ COD No. 36 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 269. The applicant, Mercy, is rezoning for future development of the subject property.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
3. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
4. The subject property is located near one of Springfield's major intersections of Riverbluff Boulevard and U.S. Highway 65, classified as a primary arterial and freeway, respectively.
5. The proposed COD requires a traffic study at the time of development and identifies the requirements for the future arterials through the property. This will replace the existing Planned Development 258 which allows GR, O-1 and R-LD District uses with improvements for east-west arterial. The GI with COD 36 requires a developer's agreement for the

DEVELOPMENT REVIEW STAFF REPORT

construction of Riverbluff Blvd. to Southwood Ave. prior to development. This requirement has been satisfied.

6. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
8. There are changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring including an orthopedic hospital.
9. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north, south and west is zoned GI and is owned by Mercy.
10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
11. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
12. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.

DEVELOPMENT REVIEW STAFF REPORT

3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

DEVELOPMENT REVIEW STAFF REPORT**ATTACHMENT 1****CONDITIONAL OVERLAY DISTRICT PROVISIONS NO. 269**

The requirements of Section 36-401 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. Off-site improvements related directly to the intensity of development shall be required at the time of development and the dedication of the future ROW for mapped streets (future primary arterial, Southwood Avenue, and Riverbluff Boulevard). These streets shall be constructed at the time of development, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches. To determine the additional off-site improvements needed for the intensity of development, a traffic impact study (TIS) that is in a format acceptable to the City shall be submitted at the time of development. Development shall be approved only after the TIS is approved by the City Traffic Engineer, and only after the off-site improvements are incorporated into the approved site plan, public improvement plan, and/or other permits (as applicable). These off-site improvements shall be constructed at no cost to the City and in accordance with the requirements in Section 36-250 and applicable section of the Public Works Design Standards. All public improvements must be constructed and approved, or funds escrowed for such improvements, prior to the issuance of any building permits.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: Planned Development 258 to Government and Institutional Use
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 05/20/2025 from 4:00 PM to 6:30 PM
3. Meeting Location: River Bluff Fellowship - 2655 E Farm Rd 188, Ozark, MO 65721
4. Number of invitations that were sent: 34
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

- I spoke with Stephen Cox at 5920 S Belgravia Ave.
- I informed him that there were not development plans at this time and that we are rezoning the property now to set Mercy up for success when they do have a plan.
- He was concerned about traffic once development happens. He wants Evan's Rd widened and I said I would let the City/County know that.
- He really enjoys having Mercy as a neighbor to his east.
- Developer is addressing the traffic concern by providing a traffic study at the time of development.

8. List or attach the written comments and how you plan to address any issues:

None

I, Ricky Haase (print name), attest that the neighborhood meeting was held on 05/20/2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Ricky L Haase

Signature of person completing affidavit

Ricky Haase

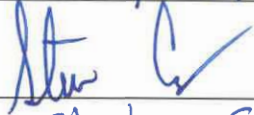
Printed name of person completing affidavit

Neighborhood Meeting

Mercy Property Rezoning

May 20, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Ricky Haase	550 E St Louis St	417-890-8802
	5920 S. Belgravia Ave.	417-689-2684
Stephen Cox	5920 S Belgravia Ave	

EXPLANATION TO COUNCIL BILL 2025-147 (ADIB-YAZDI)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 7 acres of property generally located at 6323 South Hartley Avenue, also known as South Farm Road 175, from Planned Development No. 258 to GI, Government and Institutional Use District; and adopting an updated Official Zoning Map. (By: Tea Properties MO II, LLC; 6323 South Hartley Avenue; Z-5-2025).

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 7 acres generally located at 6323 South Hartley Avenue (Farm Road 175) from Planned Development No. 258 to GI, Government and Institutional Use District. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:**ZONING CASE NUMBER Z-5-2025**

The applicant is requesting to rezone approximately 7 acres generally located at 6323 South Hartley Avenue (Farm Road 175) from Planned Development No. 258 to GI, Government and Institutional Use District. The applicant, Mercy, is rezoning for future development of the subject property.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval, by a vote of 6 to 0. The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. Staff have determined that there are factors that would lend these properties to the Institutional & Employment placetype. The existing zoning of the property allows for general retail, office and multi-family uses as part of Planned Development 258. This property is on the edge of the Traditional Neighborhood placetype adjacent to Hartley Avenue (Farm Road 175), which is classified as secondary arterial roadway which will intersect the east-west arterial on the City's Major Thoroughfare Plan. The intersection of Hartley Avenue (Farm Road 175) would be considered a major intersection once built. The other Mercy

properties across Hartley Avenue (Farm Road 175) are designated as Institutional & Employment Placetypes with existing zoning that serve the Mercy hospital and medical clinics and offices in the area.

2. The subject property is also located near one of Springfield's major intersections of Riverbluff Boulevard (primary arterial) and U.S. Highway 65 (freeway) and the intersection of Riverbluff and Southwood which are classified as a primary arterial's.
3. Being within a transition area and meeting transition criteria as described above, the *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
4. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as primary use.
5. The existing Planned Development 258 which allows O-1 and R-LD District uses with improvements for the east-west arterial (Riverbluff Boulevard); however, because the east-west arterial has been mapped, we know that it won't go through this property.
6. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
8. There are few changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring, including an orthopedic hospital.
9. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the east is zoned GI and is owned by Mercy.

10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
11. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
12. The proposed zoning will not correct an error in the application of this article but rather will provide a viable use of the property subject to the provisions of the zoning district.
13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

Submitted By: Daniel Neal, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

Attachments:

1. Z-5-2025 - 6323 S. Hartley Ave.
2. Z-5-2025_exhA
3. Z-5-2025_exhB
4. Z-5-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 21
Filed: 07-08-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-147

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 7 acres of property generally located at 6323 South Hartley
4 Avenue, also known as South Farm Road 175, from Planned
5 Development No. 258 to GI, Government and Institutional Use
6 District; and adopting an updated Official Zoning Map.
7 _____
8

9 WHEREAS, an application has been filed for a zoning change of the property
10 generally located at 6323 South Hartley Avenue, also known as South Farm Road 175,
11 from Planned Development No. 258 to GI, Government and Institutional Use District;
12 and
13

14 WHEREAS, following proper notice, the Planning and Zoning Commission held a
15 public hearing on June 12, 2025, a copy of the Record of Proceedings from said public
16 hearing being attached hereto and incorporated herein by this reference as "Exhibit B,"
17 and said Commission made a recommendation of approval by a vote of 6 to 0; and
18

19 WHEREAS, the City has reviewed the applicant's request and prepared a staff
20 report concerning the application, which is attached hereto and incorporated herein by
21 this reference as "Exhibit C"; and
22

23 WHEREAS, proper notice was given of a public hearing before City Council, and
24 said hearing was held in accordance with the law.
25

26 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
27 SPRINGFIELD, MISSOURI, as follows, that:
28

29 Section 1 – The property generally located at 6323 South Harley Avenue, also
30 known as South Farm Road 175 and described in "Exhibit A," which is attached hereto
31 and incorporated herein by this reference, is hereby rezoned from Planned
32 Development No. 258 to GI, Government and Institutional Use District. Springfield Land
33 Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' is

hereby amended, changed, and modified consistent with this Ordinance.

Section 2 – City Council hereby directs the City Manager, or designee, to update the City's digital zoning map to reflect this rezoning, and City Council adopts the map thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in the Springfield Land Development Code, Section 36-306, 'Official zoning maps and rules of interpretation.'

Section 3 – The Official Zoning Map herein adopted shall be maintained and archived in the same digital form in which this Council has approved its adoption.

Section 4 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: [Signature], City Manager

EXHIBIT A
LEGAL DESCRIPTION

ALL THAT PART OF THE NORTHWEST QUARTER (NW1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION TWENTY-EIGHT (28), TOWNSHIP TWENTY-EIGHT (28) NORTH, RANGE TWENTY- ONE (21) WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING ALL OF THE TRACT OF LAND DESCRIBED IN THE GENERAL WARRANTY DEED RECORDED IN GREENE COUNTY RECORDER'S OFFICE IN BOOK 2664, AT PAGE 0422, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER (NW1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION TWENTY-EIGHT (28), TOWNSHIP TWENTY-EIGHT (28) NORTH, RANGE TWENTY-ONE (21) WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI; THENCE NORTH 87°29'07" WEST ALONG THE SOUTH LINE OF SAID QUARTER QUARTER, A DISTANCE OF 618.40 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND DESCRIBED IN THE GENERAL WARRANTY DEED RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2351, AT PAGE 811; THENCE NORTH 17°57'03" EAST ALONG THE EAST LINE OF SAID TRACT OF LAND, A DISTANCE OF 458.65 FEET TO A POINT IN THE SOUTH LINE OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 1256, AT PAGE 244; THENCE NORTH 27°53'07" EAST ALONG SAID SOUTH LINE, A DISTANCE OF 91.76 FEET TO A POINT IN THE SAME; THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 46°42'38" EAST, A DISTANCE OF 128.17 FEET TO A POINT IN THE SAME; THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 60°34'58" EAST, A DISTANCE OF 209.92 FEET TO A POINT IN THE SAME; THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 79°55'10" EAST, A DISTANCE OF 181.08 FEET TO A POINT IN THE EAST LINE OF SAID QUARTER QUARTER; THENCE SOUTH 01°33'39" WEST ALONG SAID EAST LINE, A DISTANCE OF 767.53 FEET TO THE POINT OF BEGINNING.

EXHIBIT B
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

COMMISSION ACTION: (combine presentation for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025 but with five separate votes)

Planning and Zoning Commissioner Knuckles moved to combine presentations for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025; Commissioner Scott seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

Z-5-2025

6323 South Hartley Avenue

Applicant: Tea Properties MO I LLC

Mr. Sparlin states that this is a request to rezone approximately 7 acres from Planned Development No. 258 to GI, Government and Institutional Use District.

Mr. Doennig opened the public hearing.

Mr. Ricky Haase, 550 E. St. Louis stated that he is representing Mercy Hospital, and they decided to rezone their properties in the area to get them cleaned up for long term use before the remapping is completed and they have no intention of ever selling these properties.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Scott moved to approve Z-5-2025; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.



Bob Hosmer, AICP
Planning Manager



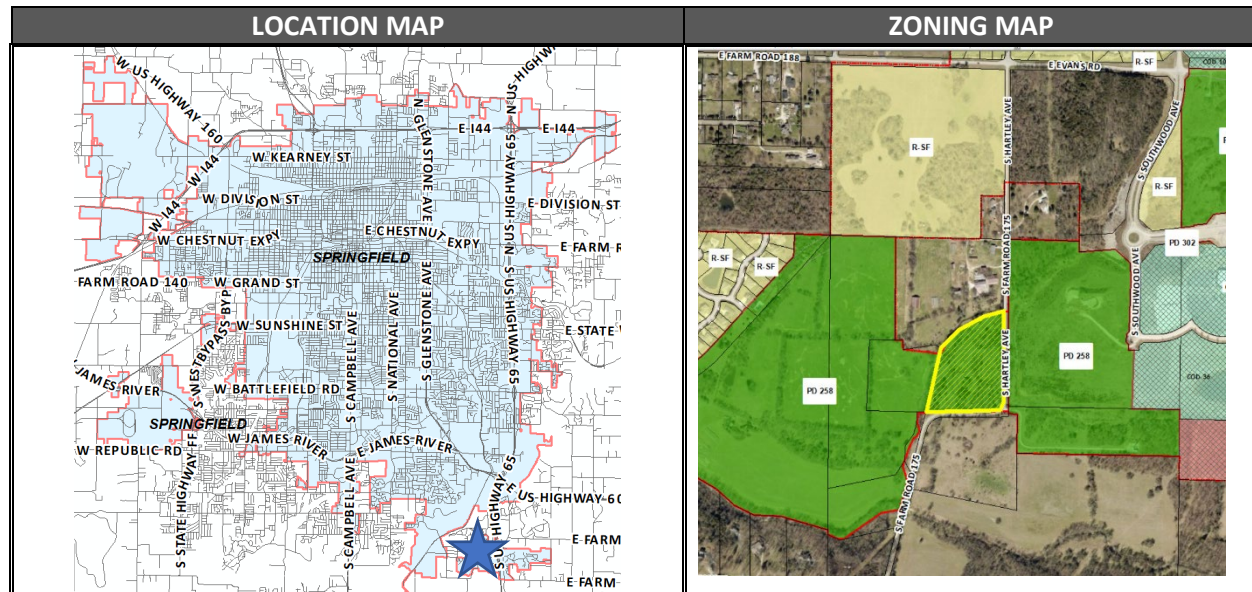
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-5-2025
Location:	6323 S. Hartley Avenue
Total Acres:	7 acres
Applicant:	Tea Properties MO II, LLC
Existing Land Use:	Undeveloped land
Neighborhood Meeting:	May 20, 2025
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Mail, posted property, and legal in Springfield News-Leader
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-5-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

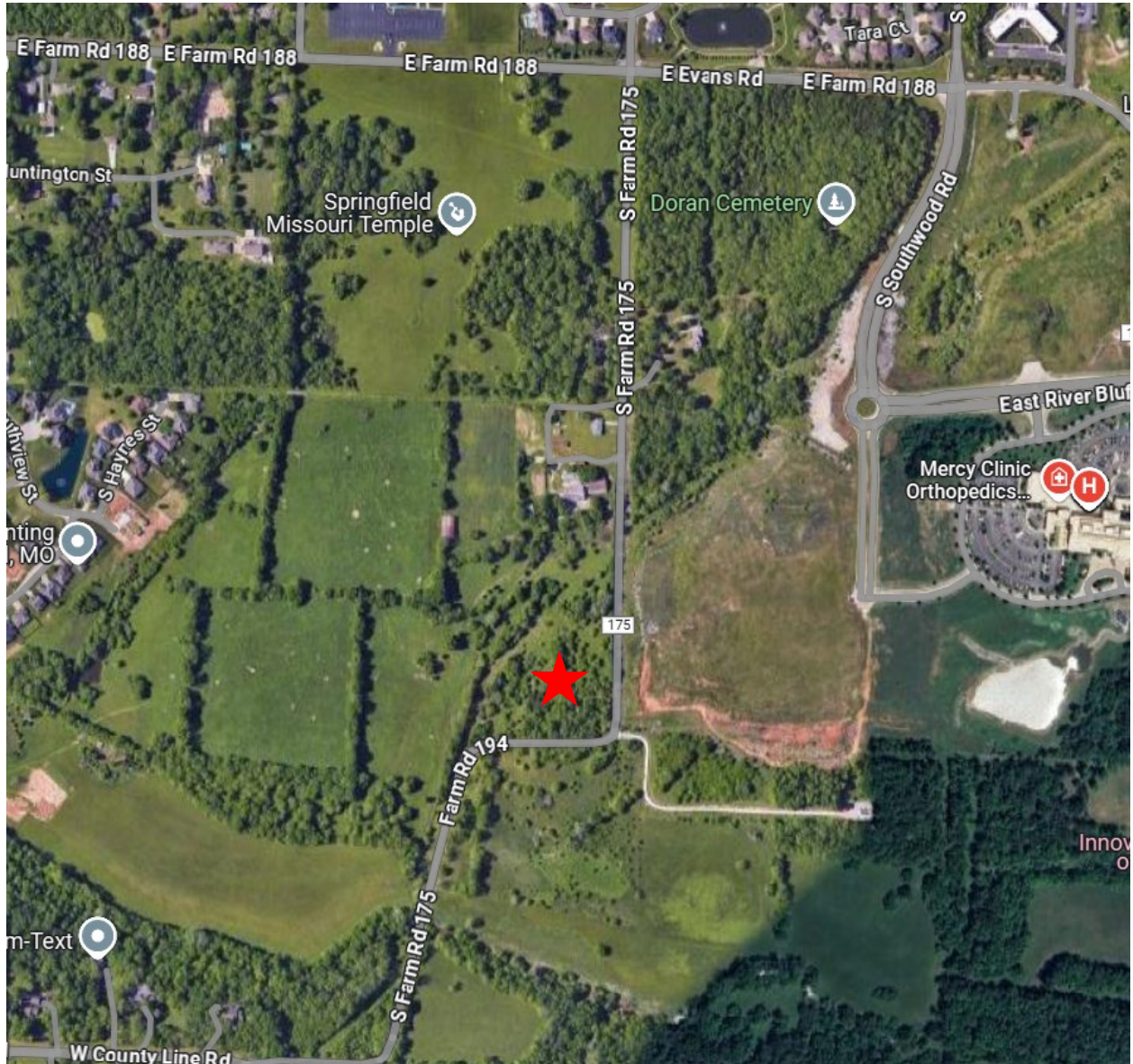
PROJECT SUMMARY:

Request to rezone approximately 7 acres generally located at 6323 South Hartley Avenue (Farm Road 175) from Planned Development No. 258 to GI, Government and Institutional Use District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed in 2001 and rezoned to Planned Development No. 258 in 2003.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GI
Use Limitations	(a) No landfill activities shall occur within 1,000 feet of a residential district. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (c) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (d) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject properties as the Traditional neighborhood placetype; however, this is considered a transition area that is better suited as an Institutional & Employment placetype (see Staff Analysis and Recommendations).

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

Primary Land Uses:

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

Supporting Land Uses:

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities
- Office, hospitality, retail sales and service
- Maker, artisan, and innovations spaces
- Public and private schools and places of worship

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.

DEVELOPMENT REVIEW STAFF REPORT

- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.

TRANSITIONS:

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.

PLACETYPE ASSIGNMENTS AND TRANSITIONS

DEVELOPMENT REVIEW STAFF REPORT

Assignments

Placetype designations are based on a variety of factors but largely represent desired future land use patterns. Placetype assignments also reflect existing development patterns, take into consideration historical value, as well as the impact and relationship to the built and natural environment. The following conditions and land characteristics should be considered when changes or amendments are proposed to and within a placetype.

Primary use - The predominate historical use and development pattern of a geographic area that exists within the built and natural environment.

Proximity – The location with respect to significant landmarks and geographic places

Edges and boundaries – Natural boundaries and geographic edges, including major roadways, railways, waterways, parks, and geographical land features.

Roadway classifications – Functional use and type of roadways on the edges or at crossroads

Regulatory – Existing zoning, permitted and conditional uses, historic designations, and redevelopment plans.

Forecasts – Anticipated major land use shifts, changes in use, or trends.

Other Considerations –

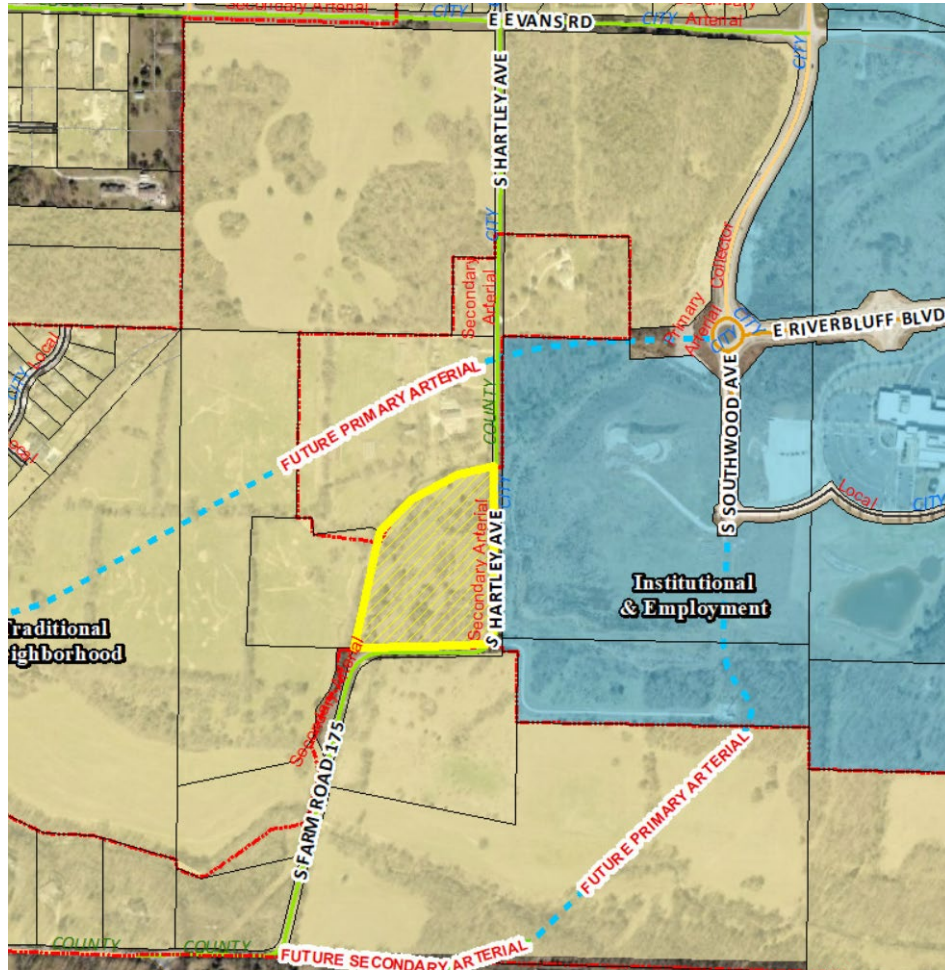
- Decreasing or increasing market demand for commercial or housing in non-traditional districts or corridors
- Greater focus on integrating diverse uses at the edges and areas of transition.
- Community expectations
- More walkable, livable integrated neighborhoods and districts
- Documented increases in nuisances, code violations, disinvestment, and other related trends
- More diversity in housing types, affordability, and availability
- Increased beautification, aesthetics, and identity
- Greater focus on preservation, adaptation, and reuse of existing homes and structures

Transitions

In every city, dissimilar land uses converge at some point. Transitioning within, between, and along the edges is one of the most critical elements to align as Placetypes are implemented, changed, or amended. Typically, a one-to-two-block transition zone on either side of both placetype boundaries would be a practical zone to complete the transition from one placetype to another.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Maker, Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Heavy Industry & Manufacturing
Residential Neighborhood	●	○	◇	○	◇	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	◇	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○

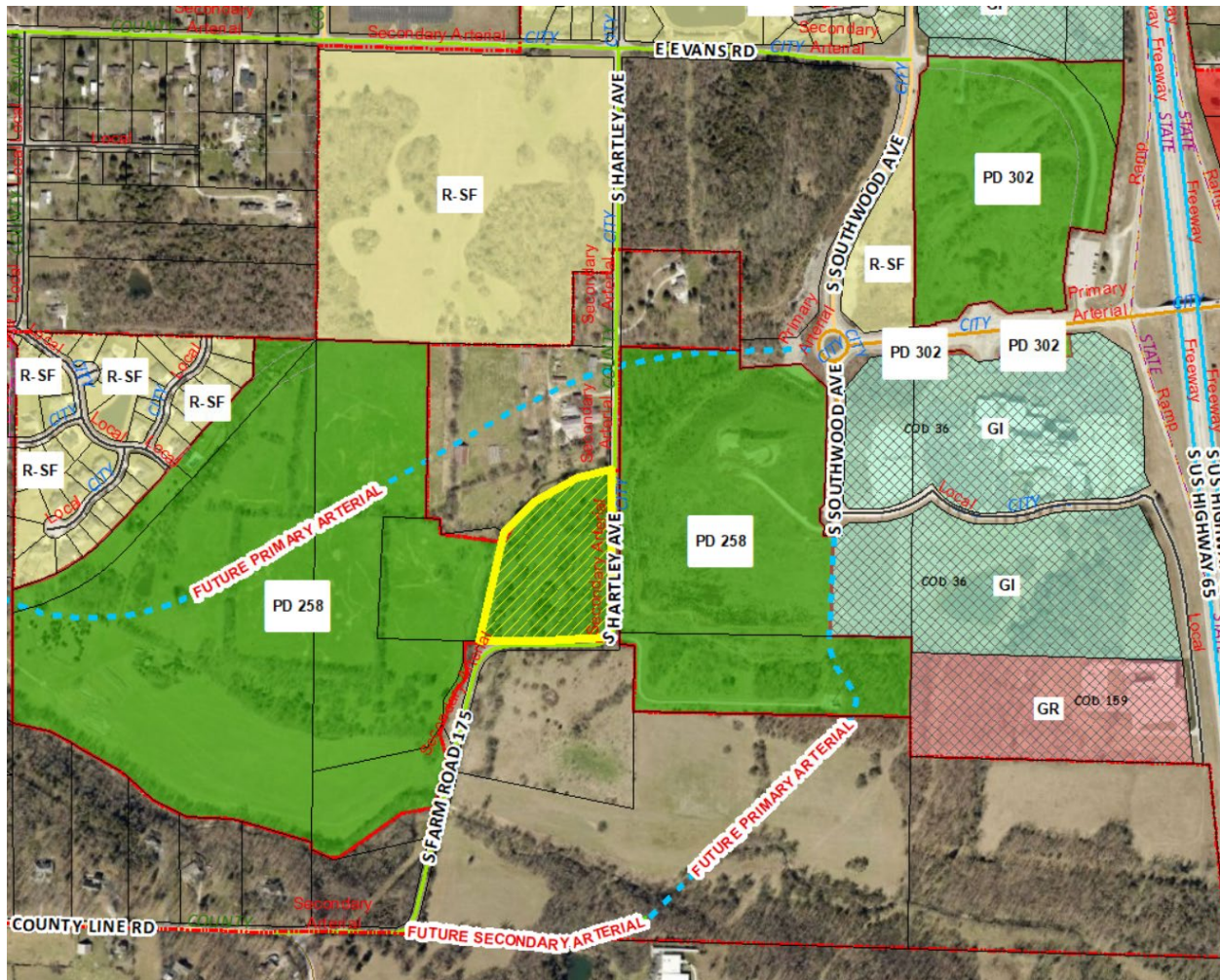
● Primary Land Use: More prominent and play a pivotal role in characterizing that placetype

○ Supporting Land Use: Less prevalent and serve to support the primary land use.

◇ Low Intensity Supporting Land Use: Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	County R-1	County A-1	PD 258	PD 258
LAND USE	Single-family	Vacant/undeveloped	Vacant/undeveloped	Single-family and vacant land
PLACETYPES	Traditional Neighborhood	Traditional Neighborhood	Institutional & Employment	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with proposed rezoning. The tract west of FR 175 does not currently have access to CU water, but it could be extended as part of a future development, per CU's extension policy. All other tracts have access to CU electric & water.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to the rezoning however we have the following comments regarding this site when it develops:

1. This property is subject to a \$0.0075 per sq. ft. trunkline connection fee. This fee is based on the area of property connecting or if the property is subdivided. These fees are typically added to the engineering and inspection fees if installing new public improvements, or to the sewer impact permit fee, whichever comes first.

FIRE DEPARTMENT:

No comments.

MODOT COMMENTS:

No apparent impact to MoDOT R/W at this time.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S. Hartley Avenue	Secondary Arterial	City	35	20	NA	No	Yes	No
Street 2	S. Farm Road 175	Secondary Arterial	County	35	20	NA	No	Yes	No

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

DEVELOPMENT REVIEW STAFF REPORT

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) may be required at the time of development. The requirements of said study shall be incorporated in the site plan, public improvement plans, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of any building permit or plat.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu of Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
6217 S Southwood Ave	Farmer Branch	No	No	Yes	No	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Future Development on site requires Detention for Flood Control. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3.
 - a. Downstream properties are within Greene and Christian County. The Farmers Branch stream has only partial floodway on the tributary from this property.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

1. A Category D Small Tributary stream is located on the Property. A Stream Buffer area is required to be dedicated in a Stream Buffer Easement or on a Subdivision Plat. The stream buffer is minimum 60 feet wide with 30 feet wide buffer from top-of-bank on both sides.

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 7 acres generally located at 6323 South Hartley Avenue (Farm Road 175) from Planned Development No. 258 to GI, Government and Institutional Use District. The applicant, Mercy, is rezoning for future development of the subject property.
2. Staff has determined that there are factors that would lend these properties to the Institutional & Employment placetype. The existing zoning of the property allows for general retail, office and multi-family uses as part of Planned Development 258. This property is on the edge of the Traditional Neighborhood placetype adjacent to Hartley Avenue (Farm Road 175) which is classified as secondary arterial roadway which will intersect the east-west arterial on the City's Major Thoroughfare Plan. The intersection of Hartley Avenue (Farm Road 175) would be considered a major intersection once built. The other Mercy properties across Hartley Avenue (Farm Road 175) are designated as Institutional & Employment Placetypes with existing zoning that serve the Mercy hospital and medical clinics and offices in the area.
3. The subject property is also located near one of Springfield's major intersections of Riverbluff Boulevard (primary arterial) and U.S. Highway 65 (freeway) and the intersection of Riverbluff and Southwood which are classified as a primary arterial's.
4. Being within a transition area and meeting transition criteria as described above, the *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
5. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
6. The existing Planned Development 258 which allows O-1 and R-LD District uses with improvements for the east-west arterial (Riverbluff Boulevard); however, because the east-west arterial has been mapped, we know that it won't go through this property.
7. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
8. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.

DEVELOPMENT REVIEW STAFF REPORT

9. There are few changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring including an orthopedic hospital.
10. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the east is zoned GI and is owned by Mercy.
11. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
12. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
13. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
14. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: Planned Development 258 to Government and Institutional Use
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 05/20/2025 from 4:00 PM to 6:30 PM
3. Meeting Location: River Bluff Fellowship - 2655 E Farm Rd 188, Ozark, MO 65721
4. Number of invitations that were sent: 5
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

- I spoke with Stephen Cox at 5920 S Belgravia Ave.
- I informed him that there were not development plans at this time and that we are rezoning the property now to set Mercy up for success when they do have a plan.
- He was concerned about traffic once development happens. He wants Evan's Rd widened and I said I would let the City/County know that.
- He really enjoys having Mercy as a neighbor to his east.
- Developer is addressing the traffic concern by providing a traffic study at the time of development.

8. List or attach the written comments and how you plan to address any issues:

None

I, Ricky Haase (print name), attest that the neighborhood meeting was held on 05/20/2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Ricky L Haase

Signature of person completing affidavit

Ricky Haase

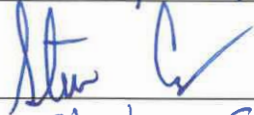
Printed name of person completing affidavit

Neighborhood Meeting

Mercy Property Rezoning

May 20, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Ricky Haase	550 E St Louis St	417-890-8802
	5920 S. Belgravia Ave.	417-689-2684
Stephen Cox	5920 S Belgravia Ave	



EXPLANATION TO COUNCIL BILL 2025-148 (ADIB-YAZDI)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 10 acres of property generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District; establishing Conditional Overlay District No. 270; and adopting an updated Official Zoning Map. (By: Tea Properties MO II, LLC; 6470 South Farm Road 175; Z-6-2025 with Conditional Overlay District No. 270)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 10 acres generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 270. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-6-2025 CONDITIONAL OVERLAY DISTRICT NO. 270

The applicant is requesting to Request to rezone approximately 10 acres generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 270. The applicant, Mercy, is rezoning for future development of the subject property.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval, by a vote of 6 to 0. The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The applicant is requesting to Request to rezone approximately 10 acres generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 270. The applicant, Mercy, is rezoning for future development of the subject property.

2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
3. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
4. The subject property is located near one of Springfield's major intersections of Riverbluff Boulevard and U.S. Highway 65, which are classified as a primary arterial and freeway, respectively.
5. The City's Major Thoroughfare plan has a future arterial, Southwood Ave, that crosses the subject property. Southwood Avenue will be constructed at a minimum to meet the City of Springfield standards to a collector street classification with sidewalks. The proposed COD requires a traffic study at the time of development.
6. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
8. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor developments within the vicinity have been occurring.
9. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north, south and west is zoned GI and is owned by Mercy.
10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
11. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.

12. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

Submitted By: Michael Sparlin, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

Attachments:

1. Z-6-2025 COD 270 - 6470 S. Farm Road 175
2. Z-6-2025 COD 270_exhA
3. Z-6-2025 COD 270_exhB
4. Z-6-2025 COD 270_exhC
5. Z-6-2025 COD 270_exhD

One-rdg. _____
P. Hrngs. X
Pgs. 22
Filed: 07-08-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-148

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 10 acres of property generally located at 6470 South Farm Road
4 175 from Planned Development No. 258 to GI, Government and
5 Institutional Use District; establishing Conditional Overlay District
6 No. 270; and adopting an updated Official Zoning Map.
7
8

9 WHEREAS, an application has been filed for a zoning change of the property
10 generally located at 6470 South Farm Road 175 from Planned Development No. 258 to
11 GI, Government and Institutional Use District and establishing Conditional Overlay
12 District No. 270; and
13

14 WHEREAS, Conditional Overlay District No. 270 shall modify the requirements of
15 the Springfield Land Development Code Section 36-401, GI – Government and
16 Institutional Use District, by requiring that the property described in "Exhibit B" comply
17 with the requirements described in "Exhibit A," both attached hereto and incorporated
18 herein by this reference; and
19

20 WHEREAS, following proper notice, the Planning and Zoning Commission held a
21 public hearing on June 12, 2025, a copy of the Record of Proceedings from said public
22 hearing being attached hereto and incorporated herein by this reference as "Exhibit C,"
23 and said Commission made its recommendation of approval with a vote of 6 to 0; and
24

25 WHEREAS, the City has reviewed the applicant's request and prepared a staff
26 report concerning the application, which is attached hereto and incorporated herein by
27 this reference as "Exhibit D"; and
28

29 WHEREAS, proper notice was given of a public hearing before City Council, and
30 said hearing was held in accordance with the law.
31

32 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
33 SPRINGFIELD, MISSOURI, as follows, that:

34 Section 1 – The property described in "Exhibit B" is hereby rezoned from
35 Planned Development No. 258 to GI, Government and Institutional Use District, with
36 Conditional Overlay District No. 270. Springfield Land Development Code, Section 36-
37 306, 'Official zoning map and rules for interpretation,' is hereby amended, changed, and
38 modified consistent with this Ordinance.

39
40 Section 2 – City Council hereby establishes Conditional Overlay District No. 270,
41 which shall contain the requirements and standards provided in "Exhibit A." The
42 requirements of Conditional Overlay District No. 270 shall modify the requirements of
43 the Springfield Land Development Code Section 36-401, GI – Government and
44 Institutional Use District, by requiring the property described in "Exhibit B" to comply
45 with the requirements contained in "Exhibit A."

46
47 Section 3 – City Council hereby directs the City Manager, or designee, to update
48 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
49 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
50 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
51 rules of interpretation.'

52
53 Section 4 – The Official Zoning Map herein adopted shall be maintained and
54 archived in the same digital form in which this Council has approved its adoption.

55
56 Section 5 – This Ordinance shall be in full force and effect from and after
57 passage.

58
59 Passed at meeting: _____

60
61 _____
62 Mayor

63
64 Attest: _____, City Clerk

65
66 Filed as Ordinance: _____

67
68 Approved as to form: Laura Vales, Assistant City Attorney

69
70
71 Approved for Council action: [Signature], City Manager
72

EXHIBIT A
CONDITIONAL OVERLAY DISTRICT PROVISIONS
ZONING CASE Z-6-2025 COD 270

The requirements of Section 36-401 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. Off-site improvements related directly to the intensity of development shall be required at the time of development and the dedication of the future ROW for mapped streets (future primary arterial, Southwood Avenue, and Riverbluff Boulevard). These streets shall be constructed at the time of development, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches. To determine the additional off-site improvements needed for the intensity of development, a traffic impact study (TIS) that is in a format acceptable to the City shall be submitted at the time of development. Development shall be approved only after the TIS is approved by the City Traffic Engineer, and only after the off-site improvements are incorporated into the approved site plan, public improvement plan, and/or other permits (as applicable). These off-site improvements shall be constructed at no cost to the City and in accordance with the requirements in Section 36-250 and applicable section of the Public Works Design Standards. All public improvements must be constructed and approved, or funds escrowed for such improvements, prior to the issuance of any building permits.

EXHIBIT B
LEGAL DESCRIPTION

ALL THAT PART OF THE NORTHEAST QUARTER (NE1/4) OF THE SOUTHWEST QUARTER (SW1/4), AND ALL THAT PART OF THE SOUTHEAST QUARTER (SE1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION TWENTY-EIGHT (28), TOWNSHIP TWENTY-EIGHT (28) NORTH, RANGE TWENTY-ONE (21) WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING ALL OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED BY CORPORATION RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2789, AT PAGE 1032, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED BY CORPORATION RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2789, AT PAGE 1032, SAID POINT BEING IN THE EAST LINE OF THE NORTHEAST QUARTER (NE1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SECTION TWENTY- EIGHT (28), TOWNSHIP TWENTY-EIGHT (28) NORTH, RANGE TWENTY-ONE (21) WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI; THENCE SOUTH 01°30'26" WEST ALONG SAID EAST LINE AND BEYOND, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER (SE1/4) OF THE SOUTHWEST QUARTER (SW1/4) OF SAID SECTION TWENTY-EIGHT (28), A DISTANCE OF 349.31 FEET TO THE NORTHEAST CORNER OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2405, AT PAGE 1714; THENCE DEPARTING SAID EAST LINE NORTH 87°22'48" WEST ALONG THE NORTH LINE OF SAID TRACT OF LAND, A DISTANCE OF 1,236.89 FEET TO THE NORTHWEST CORNER THEREOF, SAID POINT BEING IN THE EAST LINE OF THE TRACT OF LAND DESCRIBED IN THE QUIT CLAIM DEED RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2580, AT PAGE 0777; THENCE NORTH 01°31'56" EAST ALONG SAID EAST LINE, A DISTANCE OF 294.53 FEET TO THE NORTHEAST CORNER THEREOF, SAID POINT BEING IN THE SOUTH LINE OF SAID NORTHEAST QUARTER (NE1/4) OF THE SOUTHWEST QUARTER (SW1/4); THENCE NORTH 87°29'07" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 96.13 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 01°33'39" EAST ALONG THE WEST LINE OF SAID QUARTER QUARTER, A DISTANCE OF 52.50 FEET TO THE SOUTHWEST CORNER OF THE TRACT OF LAND DESCRIBED IN THE WARRANTY DEED BY CORPORATION RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2535, AT PAGE 1270; THENCE DEPARTING SAID EAST LINE SOUTH 87°29'08" EAST ALONG SAID SOUTH LINE, A DISTANCE OF 1,332.80 FEET TO THE POINT OF BEGINNING. EXCEPT ANY PART THEREOF TAKEN, DEEDED OR USED FOR ROAD OR HIGHWAY PURPOSES. SUBJECT TO ANY EASEMENTS, COVENANTS OR RESTRICTIONS OF RECORD, AND TO ALL ZONING AND SPECIAL ORDINANCES OF THE CITY OF SPRINGFIELD

EXHIBIT C
RECORD OF PROCEEDING
Planning and Zoning Commission Meeting June 12, 2025

COMMISSION ACTION: (combine presentation for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025 but with five separate votes)

Planning and Zoning Commissioner Knuckles moved to combine presentations for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025; Commissioner Scott seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

Z-6-2025 COD 270
6470 South Farm Road 160
Applicant: Tea Properties MO II LLC

Mr. Sparlin states that this is a request to rezone to rezone approximately 10 acres from Planned Development No. 258 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 270.

Mr. Doennig opened the public hearing.

Mr. Ricky Haase, 550 E. St. Louis stated that he is representing Mercy Hospital, and they decided to rezone their properties in the area to get them cleaned up for long term use before the remapping is completed and they have no intention of ever selling these properties.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Scotts moved to approve Z-6-2025 COD 270; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.



Bob Hosmer, AICP
Planning Manager



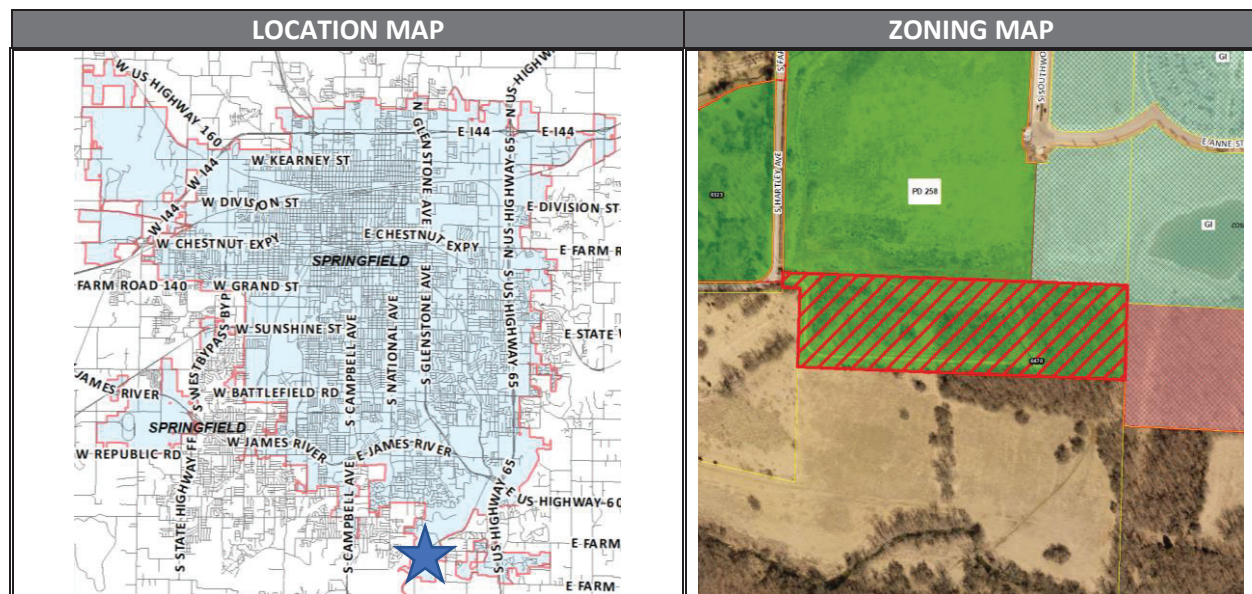
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-6-2025 with Conditional Overlay District No. 270
Location:	6470 South Farm Road 175
Total Acres:	10 acres
Applicant:	Tea Properties MO II, LLC
Existing Land Use:	Undeveloped land
Neighborhood Meeting:	May 20, 2025
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Mail, posted property, and legal in the Springfield News-Leader
Staff:	Michael Sparlin, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-6-2025 with Conditional Overlay District No. 270 as set forth in Attachment 1 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

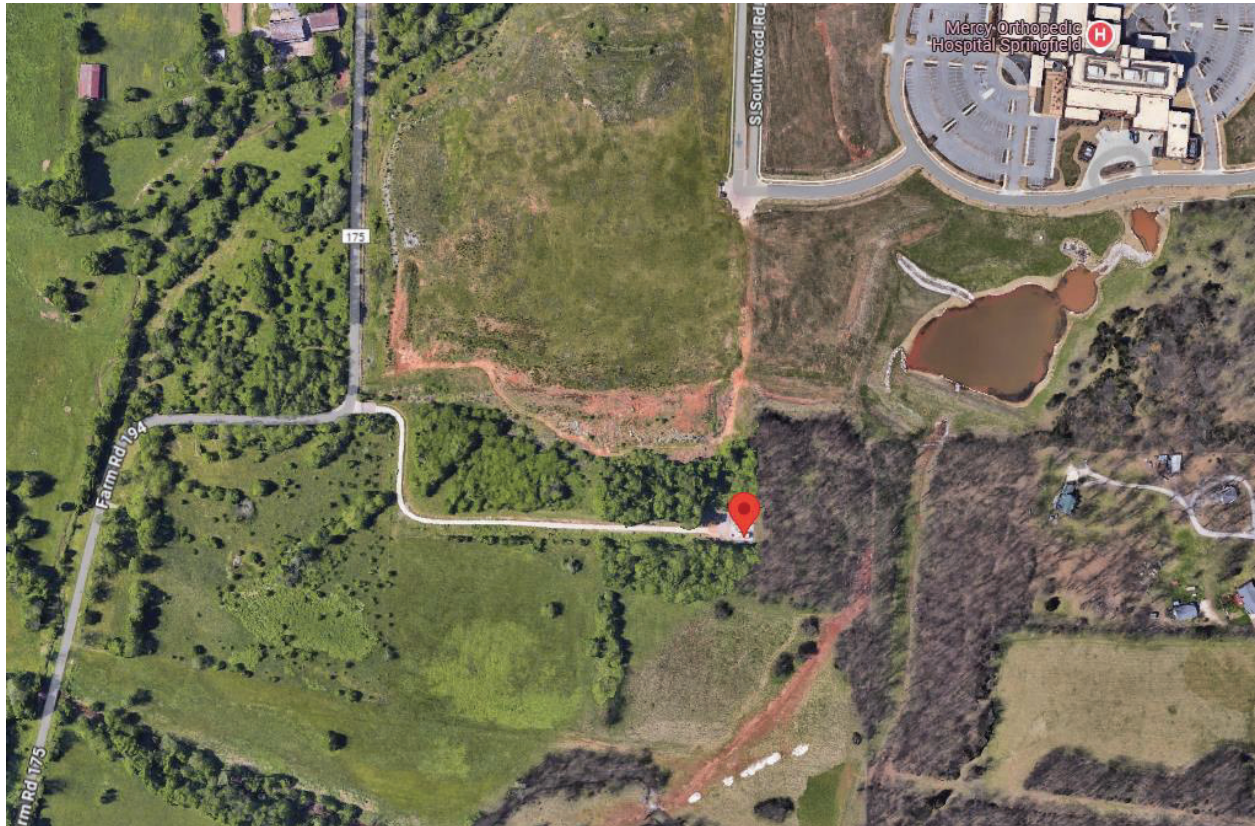
Request to rezone approximately 10 acres generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 270.





DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:





DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed in 2001 and zoned to Planned Development 258 in 2003.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GI
Use Limitations	(a) No landfill activities shall occur within 1,000 feet of a residential district. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (c) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (d) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

COMPATIBILITY WITH COMPREHENSIVE PLAN:



DEVELOPMENT REVIEW STAFF REPORT

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Institutional and Employment Center placetype.

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

Primary Land Uses:

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

Supporting Land Uses:

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities
- Office, hospitality, retail sales and service
- Maker, artisan, and innovations spaces
- Public and private schools and places of worship

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.



DEVELOPMENT REVIEW STAFF REPORT

- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.

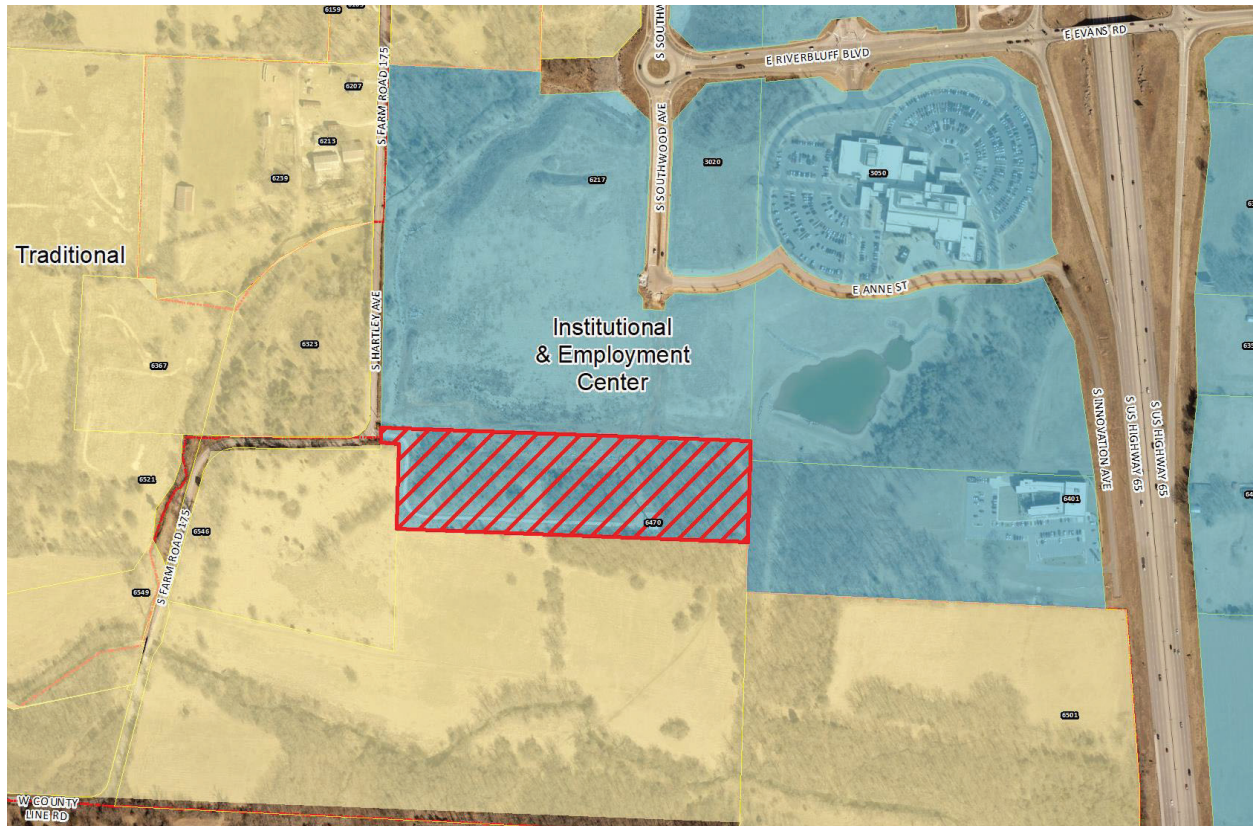
TRANSITIONS:

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.



DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



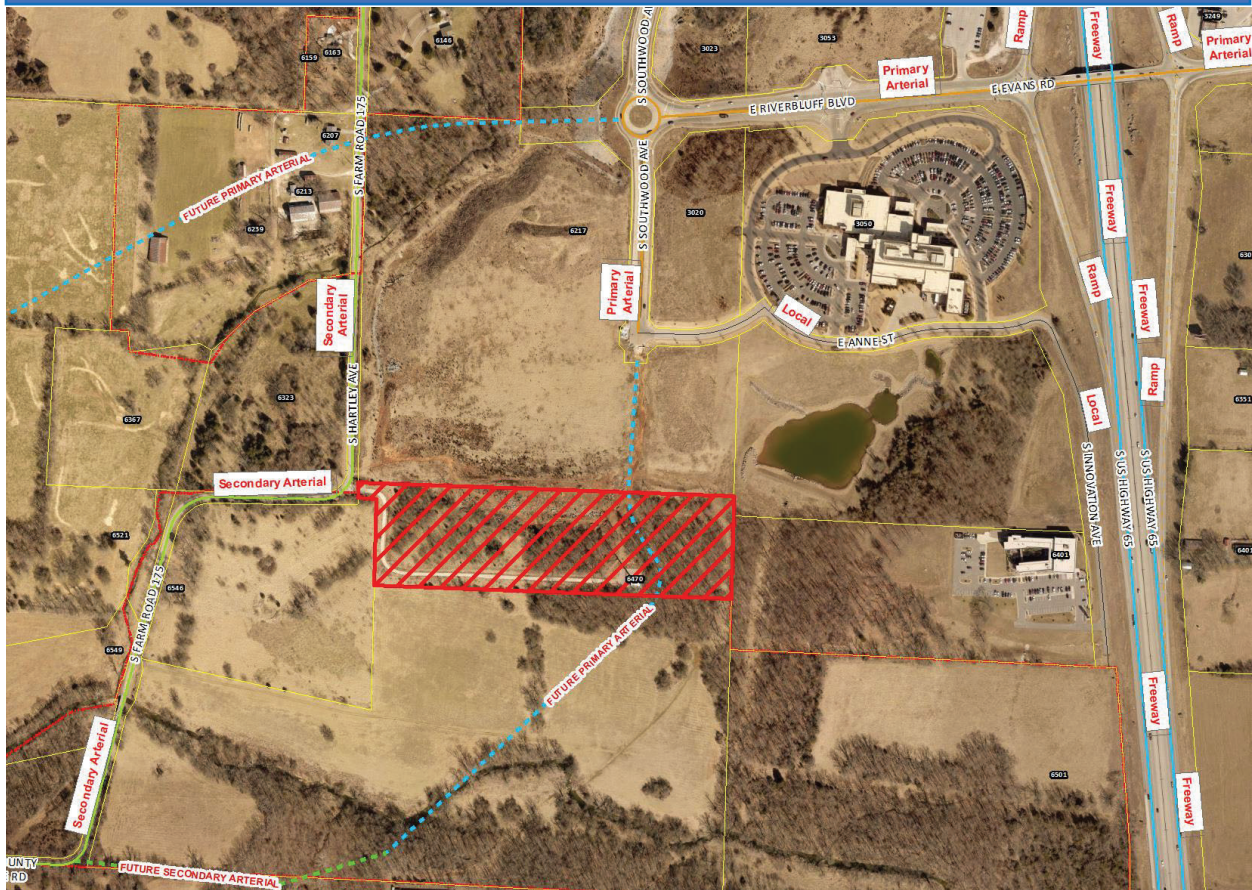
PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Office & Hospitality	Retail Sales & Service	Neighborhood Commercial	Major, Artisan & Innovation Spaces	Public & Private Schools & Vocational Schools	Universities, Colleges & Institutional Facilities	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry
Residential Neighborhood	●	○	◇	○	◇	◇	○							
Mixed Residential	●	●	○	○	◇	◇	○							
Downtown		●	●	●	●	●	●	○	○	○				
Mixed-Use	○	○	●	○	○	○	○	○	○	○				
City Corridor		●	○	○	○	○	○	○	○	○				
Institutional & Employment Center			○	○	○	○	○	○	○	○				
Business Flex			○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics			○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation			○	○	○	○	○	○	○	○	○	○	○	○

- **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype
- **Supporting Land Use:**
Less prevalent and serve to support the primary land use.
- ◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

MAJOR THOROUGHFARE MAP:



DEVELOPMENT REVIEW STAFF REPORT



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	PD 258	County A-1	GI and GR	County A-1, PD 258
LAND USE	Undeveloped land	Undeveloped land	Undeveloped land, dental office	Undeveloped land
PLACETYPES	Institutional & Employment	Traditional Neighborhood	Institutional & Employment	Traditional Neighborhood

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with proposed rezoning. The tract west of FR 175 does not currently have access to CU water, but it could be extended as part of a future development, per CU's extension policy. All other tracts have access to CU electric & water.



DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to the rezoning however we have the following comments regarding this site when it develops;

1. This property is subject to a \$0.0075 per sq. ft. trunkline connection fee. This fee is based on the area of property connecting or if the property is subdivided. These fees are typically added to the engineering and inspection fees if installing new public improvements, or to the sewer impact permit fee, whichever comes first.

FIRE DEPARTMENT:

No comments.

MODOT COMMENTS:

No apparent impact to MoDOT R/W at this time.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 5	S. Farm Rd 175 (Hartley Ave)	Secondary Arterial	City/County	35	20	NA	No	Yes	No
Street 6	Future Southwood Avenue	Primary Arterial	City	50	0	NA	No	Yes	No

ACCESS - All new or modified driveway approaches shall comply with the accepted traffic impact study, conditional overlay district, and current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) is required at the time of development. The requirements of said study shall be incorporated in the site plan, public improvement plans, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of any building permit or plat.

The mapped future primary arterial, Southwood Avenue, shall be constructed, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:



DEVELOPMENT REVIEW STAFF REPORT

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu for Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
6470 S Farm Road 175	Farmer Branch	No	No	No	No	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Future Development on site requires Detention for Flood Control. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.

2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.

3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to Request to rezone approximately 10 acres generally located at 6470 South Farm Road 175 from Planned Development No. 258 to GI, Government and Institutional Use District and establishing Conditional Overlay District No. 270. The applicant, Mercy, is rezoning for future development of the subject property.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
3. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.



DEVELOPMENT REVIEW STAFF REPORT

4. The subject property is located near one of Springfield's major intersections of Riverbluff Boulevard and U.S. Highway 65, which are classified as a primary arterial and freeway, respectively.
5. The City's Major Thoroughfare plan has a future arterial, Southwood Ave, that crosses the subject property. Southwood Avenue will be constructed at a minimum to meet the City of Springfield standards to a collector street classification with sidewalks. The proposed COD requires a traffic study at the time of development.
6. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
8. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor developments within the vicinity have been occurring.
9. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north, south and west is zoned GI and is owned by Mercy.
10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
11. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
12. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:



DEVELOPMENT REVIEW STAFF REPORT

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.



DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 1

CONDITIONAL OVERLAY DISTRICT PROVISIONS NO. 270

The requirements of Section 36-401 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. Off-site improvements related directly to the intensity of development shall be required at the time of development and the dedication of the future ROW for mapped streets (future primary arterial, Southwood Avenue, and Riverbluff Boulevard). These streets shall be constructed at the time of development, at a minimum, to current City of Springfield standards for a collector street with sidewalks and open ditches. To determine the additional off-site improvements needed for the intensity of development, a traffic impact study (TIS) that is in a format acceptable to the City shall be submitted at the time of development. Development shall be approved only after the TIS is approved by the City Traffic Engineer, and only after the off-site improvements are incorporated into the approved site plan, public improvement plan, and/or other permits (as applicable). These off-site improvements shall be constructed at no cost to the City and in accordance with the requirements in Section 36-250 and applicable section of the Public Works Design Standards. All public improvements must be constructed and approved, or funds escrowed for such improvements, prior to the issuance of any building permits.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: Planned Development 258 to Government and Institutional Use
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 05/20/2025 from 4:00 PM to 6:30 PM
3. Meeting Location: River Bluff Fellowship - 2655 E Farm Rd 188, Ozark, MO 65721
4. Number of invitations that were sent: 7
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

- I spoke with Stephen Cox at 5920 S Belgravia Ave.
- I informed him that there were not development plans at this time and that we are rezoning the property now to set Mercy up for success when they do have a plan.
- He was concerned about traffic once development happens. He wants Evan's Rd widened and I said I would let the City/County know that.
- He really enjoys having Mercy as a neighbor to his east.
- Developer is addressing the traffic concern by providing a traffic study at the time of development.

8. List or attach the written comments and how you plan to address any issues:

None

I, Ricky Haase (print name), attest that the neighborhood meeting was held on 05/20/2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Ricky L Haase

Signature of person completing affidavit

Ricky Haase

Printed name of person completing affidavit

Neighborhood Meeting

Mercy Property Rezoning

May 20, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Ricky Haase	550 E St Louis St	417-890-8802
Stephen Cox	5920 S. Belgrave Ave.	417-689-2684
	5920 S Belgrave Ave	

550 St Louis Street / Springfield, MO 65806

O 417.890.8802 / olsson.com

Planning & Zoning Commission Page 14 of 14



Exhibit D



EXPLANATION TO COUNCIL BILL 2025-149 (ADIB-YAZDI)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 4 acres of property generally located at 3023 East Riverbluff Boulevard from R-SF, Single-Family Residential District, to GI, Government and Institutional Use District; and adopting an updated Official Zoning Map. (By: Tea Properties MO II, LLC; 3023 E. Riverbluff Blvd; Z-7-2025)

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, Official zoning map and rules for interpretation,' by rezoning approximately 4 acres generally located at 3023 East Riverbluff Blvd. from R-SF, Single-Family Residential District to GI, Government and Institutional Use District. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-7-2025

The applicant is requesting approximately 4 acres generally located at 3023 East Riverbluff Blvd. from R-SF, Single-Family Residential District to GI, Government and Institutional Use District. The applicant, Mercy, is rezoning for future development of the subject property.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval, by a vote of 6 to 0. The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.

2. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
3. The subject property is also located near one of Springfield's major intersections of Riverbluff Boulevard (primary arterial) and U.S. Highway 65 (freeway) and the intersection of Riverbluff and Southwood which are classified as a primary arterials.
4. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
5. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
6. There are few changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring, including an orthopedic hospital.
7. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the south is zoned GI and is owned by Mercy.
8. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
9. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
10. The proposed zoning will not correct an error in the application of this article but rather will provide a viable use of the property subject to the provisions of the zoning district.
11. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.



Submitted By: Daniel Neal, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

- Attachments:**
1. Z-7-2025 - 3023 E. Riverbluff Blvd.
 2. Z-7-2025_exhA
 3. Z-7-2025_exhB
 4. Z-7-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 21
Filed: 07-08-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-149

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 4 acres of property generally located at 3023 East Riverbluff
4 Boulevard from R-SF, Single-Family Residential District, to GI,
5 Government and Institutional Use District; and adopting an updated
6 Official Zoning Map.
7 _____
8

9 WHEREAS, an application has been filed for a zoning change of the property
10 generally located at 3023 East Riverbluff Boulevard from R-SF, Single-Family
11 Residential District, to GI, Government and Institutional Use District; and
12

13 WHEREAS, following proper notice, the Planning and Zoning Commission held a
14 public hearing on June 12, 2025, a copy of the Record of Proceedings from said public
15 hearing being attached hereto and incorporated herein by this reference as "Exhibit B,"
16 and said Commission made a recommendation of approval by a vote of 6 to 0; and
17

18 WHEREAS, the City has reviewed the applicant's request and prepared a staff
19 report concerning the application, which is attached hereto and incorporated herein by
20 this reference as "Exhibit C"; and
21

22 WHEREAS, proper notice was given of a public hearing before City Council, and
23 said hearing was held in accordance with the law.
24

25 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
26 SPRINGFIELD, MISSOURI, as follows, that:
27

28 Section 1 – The property generally located at 3023 East Riverbluff Boulevard and
29 described in "Exhibit A," which is attached hereto and incorporated herein by this
30 reference, is hereby rezoned from R-SF, Single-Family Residential District, to GI,
31 Government and Institutional Use District. Springfield Land Development Code, Section
32 36-306, 'Official zoning map and rules for interpretation,' is hereby amended, changed,
33 and modified consistent with this Ordinance.

Section 2 – City Council hereby directs the City Manager, or designee, to update the City's digital zoning map to reflect this rezoning, and City Council adopts the map thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in the Springfield Land Development Code, Section 36-306, 'Official zoning maps and rules of interpretation.'

Section 3 – The Official Zoning Map herein adopted shall be maintained and archived in the same digital form in which this Council has approved its adoption.

Section 4 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: *Natalia L. Davis*, Assistant City Attorney

Approved for Council action: _____, City Manager

EXHIBIT A
LEGAL DESCRIPTION

ALL OF THAT PART OF THE FOLLOWING DESCRIBED TRACT LYING NORTH OF E. RIVERBLUFF BLVD. AND EAST OF S. SOUTHWOOD AVE.

ALL THAT PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 28, IN TOWNSHIP 28 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI, BEING A PART OF THE TRACT OF LAND DESCRIBED AS TRACT III IN THE WARRANTY DEED DULY RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2726, AT PAGE 179, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 28, IN TOWNSHIP 28 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI, SAID POINT BEING THE SOUTHEAST CORNER OF THE TRACT OF LAND DESCRIBED AS TRACT III IN THE WARRANTY DEED DULY RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2726, AT PAGE 179, SAID POINT BEING THE THENCE NORTH 87 DEGREES 46 MINUTES 31 SECONDS WEST ALONG THE SOUTH LINE OF SAID QUARTER QUARTER, A DISTANCE OF 792.24 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND DESCRIBED IN THE GENERAL WARRANTY DEED DULY RECORDED IN THE GREENE COUNTY RECORDER'S OFFICE IN BOOK 2261, AT PAGE 1047 (BRIGHT TRACT); THENCE DEPARTING SAID SOUTH LINE NORTH 01 DEGREES 36 MINUTES 55 SECONDS EAST ALONG THE EAST LINE OF SAID BRIGHT TRACT, A DISTANCE OF 47.19 FEET TO A POINT IN THE SAME; THENCE DEPARTING SAID EAST LINE NORTH 87 DEGREES 50 MINUTES 30 SECONDS EAST, A DISTANCE OF 269.77 FEET TO A POINT; THENCE NORTH 42 DEGREES 59 MINUTES 39 SECONDS EAST, A DISTANCE OF 143.91 FEET TO A POINT; THENCE NORTH 00 DEGREES 07 MINUTES 54 SECONDS WEST, A DISTANCE OF 108.56 FEET TO A POINT; THENCE NORTH 15 DEGREES 08 MINUTES 29 SECONDS EAST, A DISTANCE OF 169.97 FEET TO A POINT; THENCE NORTH 31 DEGREES 20 MINUTES 05 SECONDS EAST, A DISTANCE OF 460.59 FEET TO A POINT OF CURVATURE; THENCE ALONG A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 735.00 FEET AND AN INTERNAL ANGLE OF 28 DEGREES 49 MINUTES 36 SECONDS, A DISTANCE OF 369.79 FEET TO A POINT; THENCE NORTH 43 DEGREES 00 MINUTES 44 SECONDS WEST, A DISTANCE OF 71.35 FEET TO A POINT; THENCE NORTH 87 DEGREES 29 MINUTES 29 SECONDS WEST, A DISTANCE OF 88.58 FEET TO A POINT; THENCE NORTH 80 DEGREES 38 MINUTES 13 SECONDS WEST, A DISTANCE OF 100.54 FEET TO A POINT; THENCE NORTH 87 DEGREES 29 MINUTES 29 SECONDS WEST, A DISTANCE OF 128.72 FEET TO A POINT; THENCE NORTH 82 DEGREES 41 MINUTES 47 SECONDS WEST, A DISTANCE OF 246.52 FEET TO A POINT; THENCE NORTH 77 DEGREES 02 MINUTES 15 SECONDS WEST, A DISTANCE OF 33.83 FEET TO A POINT; THENCE NORTH 87 DEGREES 18 MINUTES 44 SECONDS WEST, A DISTANCE OF 80.20 FEET TO A POINT IN THE WEST LINE OF SAID TRACT III; THENCE NORTH 02 DEGREES 28 MINUTES 07 SECONDS EAST ALONG SAID WEST LINE, A DISTANCE OF 22.80 FEET TO THE NORTHWEST CORNER

THEREOF, SAID POINT BEING IN THE NORTH LINE OF SAID QUARTER QUARTER; THENCE ALONG SAID NORTH LINE SOUTH 87 DEGREES 31 MINUTES 53 SECONDS EAST, A DISTANCE OF 544.76 FEET TO A POINT IN THE MISSOURI DEPARTMENT OF TRANSPORTATION WEST RIGHT-OF-WAY LINE OF EVANS ROAD, AS NOW ESTABLISHED; THENCE DEPARTING SAID NORTH LINE SOUTH 02 DEGREES 28 MINUTES 07 SECONDS WEST ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 24.89 FEET TO A POINT IN THE SOUTH LINE OF SAID EVANS ROAD RIGHT-OF-WAY; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE SOUTH 79 DEGREES 22 MINUTES 49 SECONDS EAST, A DISTANCE OF 178.62 FEET TO A POINT IN THE SAME; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE SOUTH 87 DEGREES 17 MINUTES 15 SECONDS EAST, A DISTANCE OF 70.26 FEET TO A POINT IN THE EAST LINE OF SAID QUARTER QUARTER; THENCE DEPARTING SAID SOUTH RIGHT-OF-WAY LINE SOUTH 01 DEGREES 34 MINUTES 34 SECONDS WEST ALONG SAID EAST LINE, A DISTANCE OF 1,268.87 FEET TO THE POINT OF BEGINNING AND CONTAINING 395,142 SQUARE FEET OR 9.071 ACRES OF LAND, MORE OR LESS, EXCEPT ANY PART THEREOF TAKEN, DEEDED OR USED FOR ROAD OR HIGHWAY PURPOSES. SUBJECT TO ANY EASEMENTS OR RESTRICTIONS OF RECORD.

EXHIBIT B
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

COMMISSION ACTION: (combine presentation for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025 but with five separate votes)

Planning and Zoning Commissioner Knuckles moved to combine presentations for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025; Commissioner Scott seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

Z-7-2025

3023 East Riverbluff Boulevard

Applicant: Tea Properties MO II LLC

Mr. Sparlin states that this is a request to rezone approximately 4 acres from R-SF, Single-Family Residential District to GI, Government and Institutional Use District.

Mr. Doennig opened the public hearing.

Mr. Ricky Haase, 550 E. St. Louis stated that he is representing Mercy Hospital, and they decided to rezone their properties in the area to get them cleaned up for long term use before the remapping is completed and they have no intention of ever selling these properties.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Scott moved to approve Z-7-2025; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.



Bob Hosmer, AICP
Planning Manager



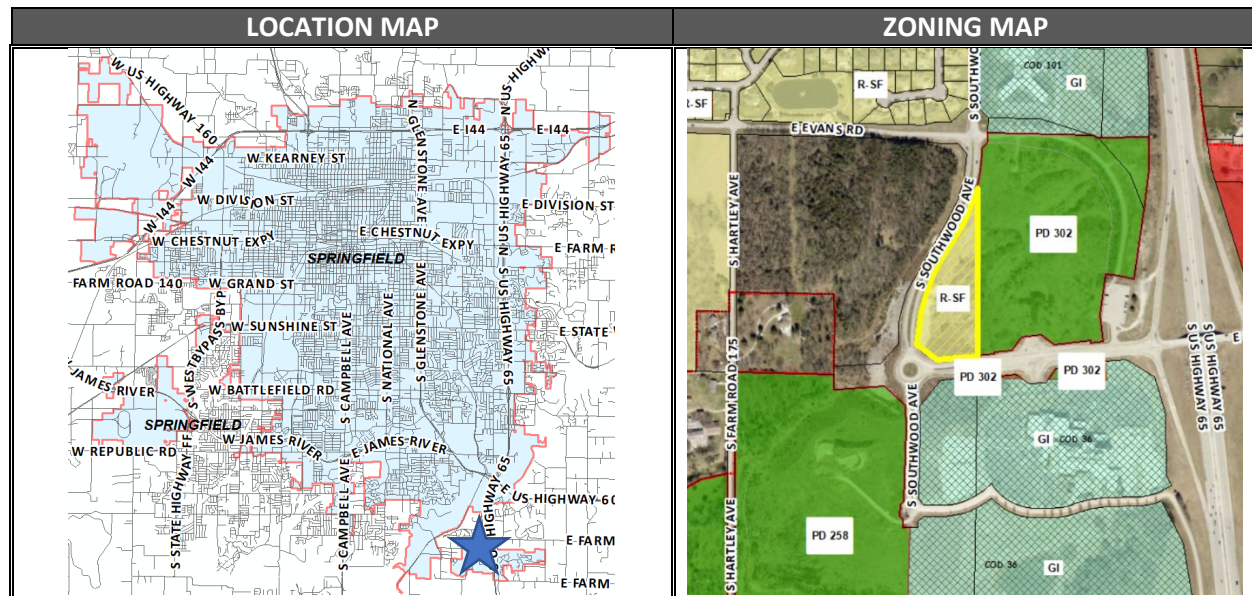
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-7-2025
Location:	3023 E. Riverbluff Blvd.
Total Acres:	4 acres
Applicant:	Tea Properties MO II, LLC
Existing Land Use:	Undeveloped land
Neighborhood Meeting:	May 20, 2025
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Mail, posted property, and legal in Springfield News-Leader
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-7-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

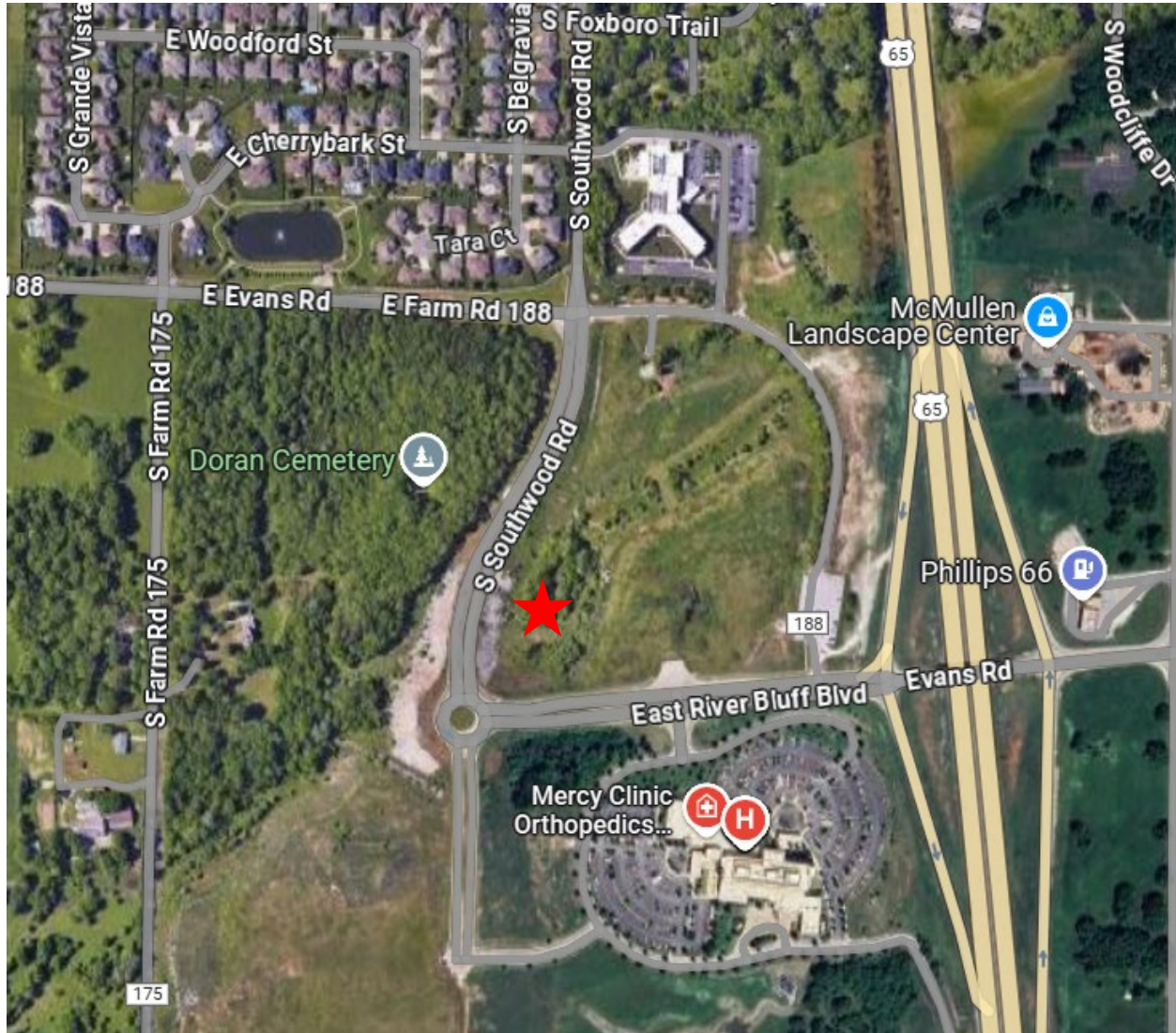
PROJECT SUMMARY:

Request to rezone approximately 4 acres generally located at 3023 East Riverbluff Blvd. from R-SF, Single-Family Residential District to GI, Government and Institutional Use District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was annexed and rezoned to R-SF in 2015.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GI
Use Limitations	(a) No landfill activities shall occur within 1,000 feet of a residential district. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (c) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (d) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

COMPATIBILITY WITH COMPREHENSIVE PLAN:

DEVELOPMENT REVIEW STAFF REPORT

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Institutional and Employment Center placetype.

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

Primary Land Uses:

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

Supporting Land Uses:

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities
- Office, hospitality, retail sales and service
- Maker, artisan, and innovations spaces
- Public and private schools and places of worship

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.

DEVELOPMENT REVIEW STAFF REPORT

- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

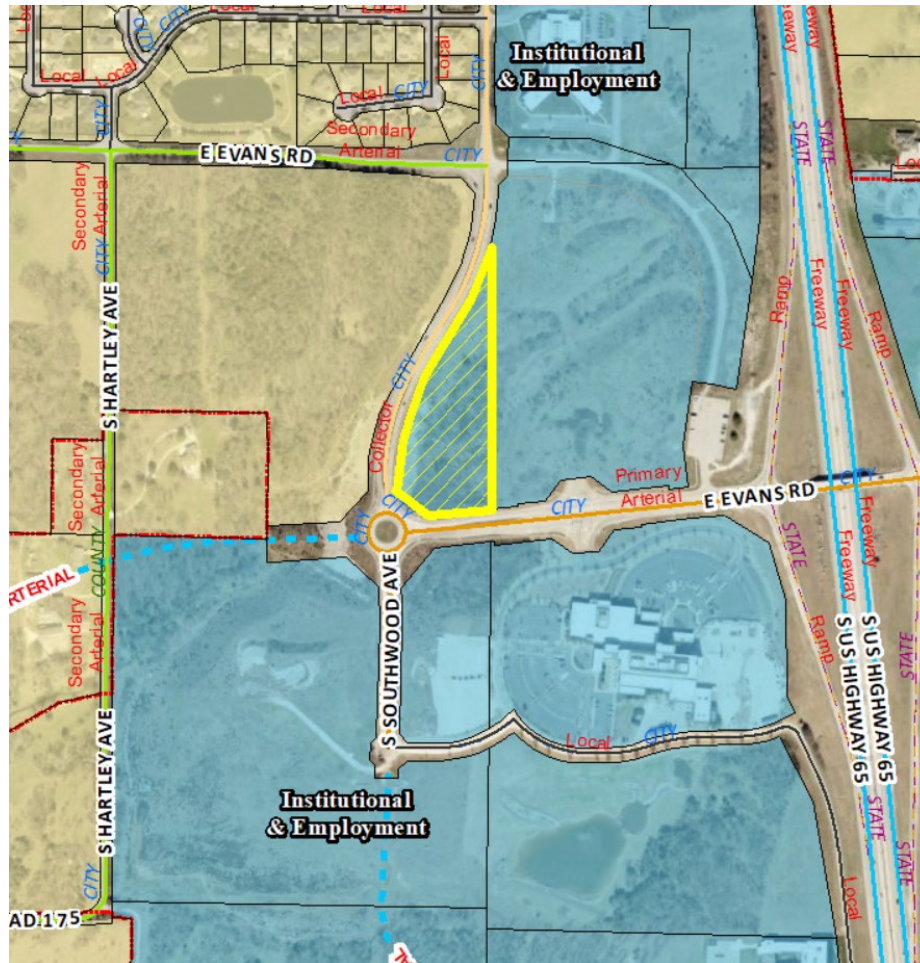
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.

TRANSITIONS:

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry
Residential Neighborhood	●	○	◇	○	○	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	○	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○

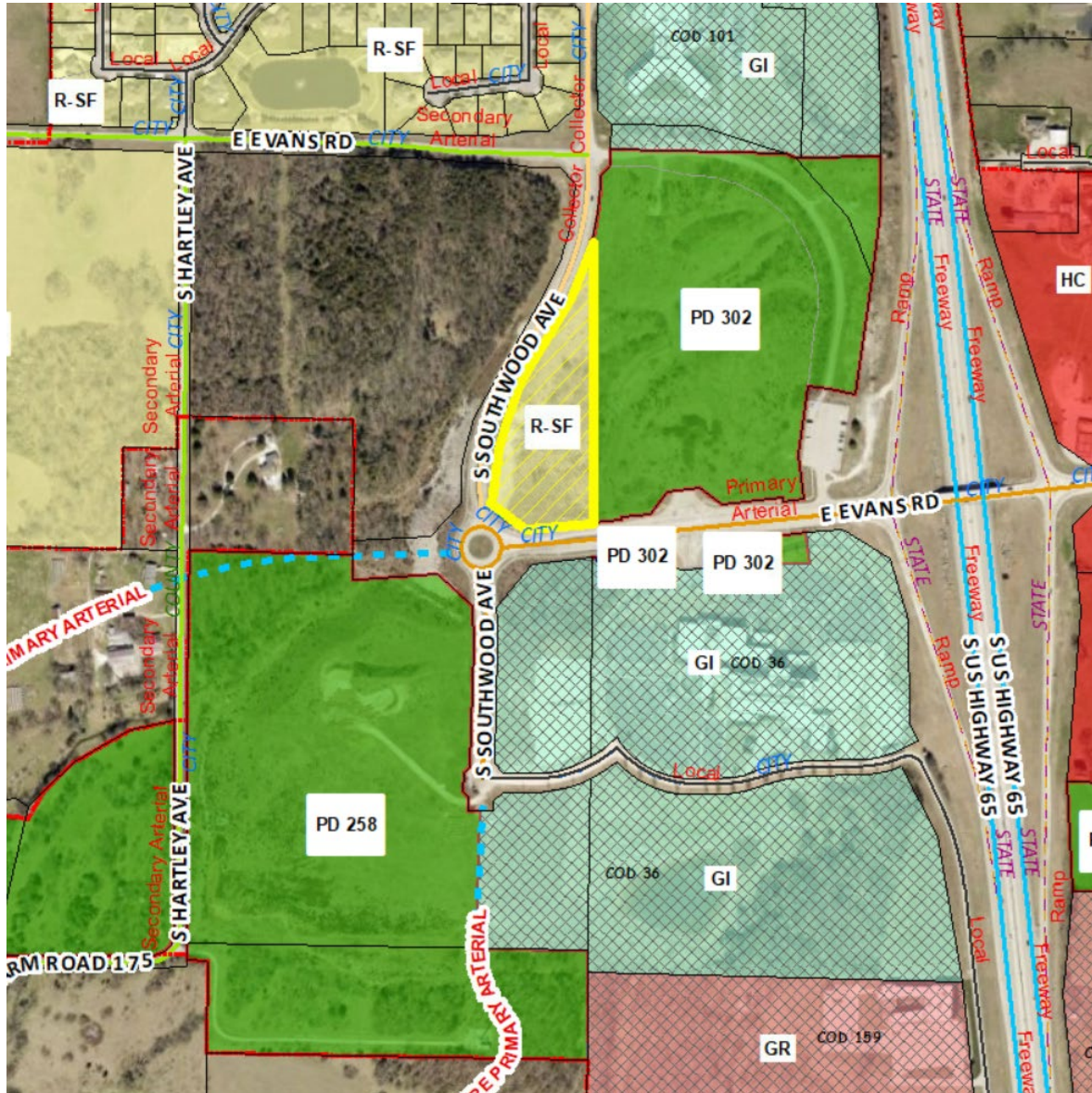
● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:**
Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	County R-1	GI COD 36	PD 302	R-SF
LAND USE	Single-family	Vacant/undeveloped	Vacant/undeveloped	Single-family and vacant land
PLACETYPES	Traditional Neighborhood	Institutional & Employment	Institutional & Employment	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with proposed rezoning. The tract west of FR 175 does not currently have access to CU water, but it could be extended as part of a future development, per CU's extension policy. All other tracts have access to CU electric & water.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to the rezoning however we have the following comments regarding this site when it develops:

1. This property is subject to a \$0.0075 per sq. ft. trunkline connection fee. This fee is based on the area of property connecting or if the property is subdivided. These fees are typically added to the engineering and inspection fees if installing new public improvements, or to the sewer impact permit fee, whichever comes first.

FIRE DEPARTMENT:

No comments.

MODOT COMMENTS:

No apparent impact to MoDOT R/W at this time.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S. Southwood Avenue	Collector	City	30	40	NA	No	Yes	Yes
Street 2	E. Riverbluff Boulevard	Primary Arterial	City	50	60	NA	No	Yes	Yes

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

- No direct access will be allowed to Riverbluff Boulevard.
- One (1) access will be allowed to Southwood Avenue directly across from the existing median opening.

DEVELOPMENT REVIEW STAFF REPORT

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) may be required at the time of development. The requirements of said study shall be incorporated in the site plan, public improvement plans, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of any building permit or plat.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu for Flood Control	Fee in Lieu for Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
6217 S Southwood Ave	Farmer Branch	No	No	Yes	No	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Future Development on site requires Detention for Flood Control. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3.
 - a. Downstream properties are within Greene and Christian County. The Farmers Branch stream has only partial floodway on the tributary from this property.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

DEVELOPMENT REVIEW STAFF REPORT

NATURAL CHANNEL & STREAM BUFFERS

1. A Category D Small Tributary stream is located on the Property. A Stream Buffer area is required to be dedicated in a Stream Buffer Easement or on a Subdivision Plat. The stream buffer is minimum 60 feet wide with 30 feet wide buffer from top-of-bank on both sides.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to approximately 4 acres generally located at 3023 East Riverbluff Blvd. from R-SF, Single-Family Residential District to GI, Government and Institutional Use District. The applicant, Mercy, is rezoning for future development of the subject property.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
3. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
4. The subject property is also located near one of Springfield's major intersections of Riverbluff Boulevard (primary arterial) and U.S. Highway 65 (freeway) and the intersection of Riverbluff and Southwood which are classified as a primary arterial's.
5. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
6. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
7. There are few changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring including an orthopedic hospital.
8. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the south is zoned GI and is owned by Mercy.
9. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.

DEVELOPMENT REVIEW STAFF REPORT

10. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
11. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
12. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: Residential Single Family to Government and Institutional Use
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 05/20/2025 from 4:00 PM to 6:30 PM
3. Meeting Location: River Bluff Fellowship - 2655 E Farm Rd 188, Ozark, MO 65721
4. Number of invitations that were sent: 9
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

- I spoke with Stephen Cox at 5920 S Belgravia Ave.
- I informed him that there were not development plans at this time and that we are rezoning the property now to set Mercy up for success when they do have a plan.
- He was concerned about traffic once development happens. He wants Evan's Rd widened and I said I would let the City/County know that.
- He really enjoys having Mercy as a neighbor to his east.
- Developer is addressing the traffic concern by providing a traffic study at the time of development.

8. List or attach the written comments and how you plan to address any issues:

None

I, Ricky Haase (print name), attest that the neighborhood meeting was held on 05/20/2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Ricky L Haase

Signature of person completing affidavit

Ricky Haase

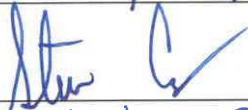
Printed name of person completing affidavit

Neighborhood Meeting

Mercy Property Rezoning

May 20, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Ricky Haase	550 E St Louis St	417-890-8802
 Stephen Cox	5920 S. Belgravia Ave. 5920 S Belgravia Ave	417-689-2684



EXPLANATION TO COUNCIL BILL 2025-150 (ADIB-YAZDI)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 42 acres of property generally located at 3020, 3050, and 3053 East Riverbluff Boulevard from Planned Development No. 302 and GI, Government and Institutional Use District with Conditional Overlay District No. 36, to GI, Government and Institutional Use District; and adopting an updated Official Zoning Map. (By: Tea Properties MO I, LLC and Mercy Health Springfield Communities; 6323 S. Hartley Avenue; 3020, 3050 & 3053 E. Riverbluff Blvd; Z-8-2025).

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 42 acres generally located at 3020, 3050 & 3053 East Riverbluff Blvd. from Planned Development No. 302 and GI, Government and Institutional Use District with COD No. 36 to GI, Government and Institutional Use District. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-8-2025

The applicant is requesting to rezone approximately 42 acres generally located at 3020, 3050 & 3053 East Riverbluff Blvd. from Planned Development No. 302 and GI, Government and Institutional Use District with COD No. 36 to GI, Government and Institutional Use District. The applicant, Mercy, is rezoning for future healthcare and institutional development of the subject properties.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval, by a vote of 6 to 0. The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small

commercial sales and service business, and a mix of community-orientated amenities.

2. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
3. The subject property is located at one of Springfield's major intersections of Riverbluff Boulevard and U.S. Highway 65, which are classified as a primary arterial and freeway, respectively.
4. The proposed COD requires a traffic study at the time of development. This will replace the existing Planned Development 302 which allows GR, O-1 and R-LD District uses with roadway improvements and GI with COD 36 which requires a developer's agreement for the construction of Riverbluff Blvd. to Southwood Ave. prior to development which has been satisfied.
5. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
6. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
7. There are few changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring including an orthopedic hospital.
8. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north and south is zoned GI and is owned by Mercy.
9. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
10. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
11. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.



12. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

Submitted By: Daniel Neal, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

- Attachments:**
1. Z-8-2025 - 3053 E. Riverbluff Blvd.
 2. Z-8-2025_exhA
 3. Z-8-2025_exhB
 4. Z-8-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 22
Filed: 07-08-25

Sponsored by: Adib-Yazdi

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-150

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 42 acres of property generally located at 3020, 3050, and 3053
4 East Riverbluff Boulevard from Planned Development No. 302 and
5 GI, Government and Institutional Use District with Conditional
6 Overlay District No. 36, to GI, Government and Institutional Use
7 District; and adopting an updated Official Zoning Map.
8 _____
9

10 WHEREAS, an application has been filed for a zoning change of the property
11 generally located at 3020, 3050, and 3053 East Riverbluff Boulevard from Planned
12 Development No. 302 and GI, Government and Institutional Use District with
13 Conditional Overlay District No. 36, to GI, Government and Institutional Use District; and
14

15 WHEREAS, following proper notice, the Planning and Zoning Commission held a
16 public hearing on June 12, 2025, a copy of the Record of Proceedings from said public
17 hearing being attached hereto and incorporated herein by this reference as "Exhibit B,"
18 and said Commission made a recommendation of approval by a vote of 6 to 0; and
19

20 WHEREAS, the City has reviewed the applicant's request and prepared a staff
21 report concerning the application, which is attached hereto and incorporated herein by
22 this reference as "Exhibit C"; and
23

24 WHEREAS, proper notice was given of a public hearing before City Council, and
25 said hearing was held in accordance with the law.
26

27 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
28 SPRINGFIELD, MISSOURI, as follows, that:
29

30 Section 1 – The property generally located at 3020, 3050, and 3053 East
31 Riverbluff Boulevard and described in "Exhibit A," which is attached hereto and
32 incorporated herein by this reference, is hereby rezoned from Planned Development
33 No. 302 and GI, Government and Institutional Use District with Conditional Overlay No.

34 36 to GI, Government and Institutional Use District. Springfield Land Development
35 Code, Section 36-306, 'Official zoning map and rules for interpretation,' is hereby
36 amended, changed, and modified consistent with this Ordinance.

37
38 Section 2 – City Council hereby directs the City Manager, or designee, to update
39 the City's digital zoning map to reflect this rezoning, and City Council adopts the map
40 thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in
41 the Springfield Land Development Code, Section 36-306, 'Official zoning maps and
42 rules of interpretation.'

43
44 Section 3 – The Official Zoning Map herein adopted shall be maintained and
45 archived in the same digital form in which this Council has approved its adoption.

46
47 Section 4 – This Ordinance shall be in full force and effect from and after
48 passage.

49
50 Passed at meeting: _____

51
52 _____
53 Mayor

54
55 Attest: _____, City Clerk

56
57 Filed as Ordinance: _____

58
59 Approved as to form: Laura Vales, Assistant City Attorney

60
61 Approved for Council action: [Signature], City Manager
62
63

EXHIBIT A
LEGAL DESCRIPTION

ALL OF THAT PART OF THE FOLLOWING DESCRIBED TRACT LYING NORTH OF E. RIVERBLUFF BLVD.

THAT CERTAIN PARCEL OR TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER (NE 1/4) OF SECTION TWENTY- EIGHT (28), TOWNSHIP TWENTY-EIGHT (28), RANGE TWENTY-ONE (21), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN EXISTING IRON PIN AT THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER (NE 1/4) OF SAID SECTION TWENTY-EIGHT (28); THENCE NORTH 01°33' 11" EAST A DISTANCE OF 1270.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF FARM ROAD #188; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) DESCRIBED COURSES; THENCE SOUTH 89°05'07" EAST A DISTANCE OF 109.97 FEET; THENCE SOUTH 84°31'27" EAST A DISTANCE OF 157.19 FEET TO A POINT OF NON-TANGENT CURVATURE TO THE RIGHT; THENCE ALONG SAID NON-TANGENT CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 440.00 FEET, A CENTRAL ANGLE OF 98°12'46", AN ARC DISTANCE OF 754.22 FEET ALONG A CHORD BEARING SOUTH 39°58'00" EAST; THENCE SOUTH 07°24'16" WEST A DISTANCE OF 421.05 FEET TO AN EXISTING RIGHT-OF-WAY MARKER; THENCE SOUTH 05°10'17" EAST A DISTANCE OF 361.82 FEET; THENCE NORTH 87°13'01" WEST A DISTANCE OF 707.34 FEET TO THE POINT OF BEGINNING. AND ALSO, ALL THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 28 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI, BEING A PART OF THE VACATED FARM ROAD 188, A.K.A. EVANS ROAD, RIGHT-OF-WAY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 5/8" IRON BAR MARKING THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 28 NORTH, RANGE 21 WEST, GREENE COUNTY, MISSOURI; THENCE SOUTH 87 DEGREES 18 MINUTES 01 SECONDS EAST ALONG THE NORTH LINE OF SAID QUARTER QUARTER, A DISTANCE OF 45.17 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID NORTH LINE SOUTH 87 DEGREES 18 MINUTES 01 SECONDS EAST, A DISTANCE OF 577.66 FEET TO A POINT IN THE EAST RIGHT-OF-WAY LINE OF FARM ROAD 188, A.K.A. EVANS ROAD, AS NOW ESTABLISHED; THENCE SOUTH 71 DEGREES 14 MINUTES 41 SECONDS EAST ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 22.82 FEET; THENCE CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE SOUTH 40 DEGREES 20 MINUTES 06 SECONDS EAST, A DISTANCE OF 259.16 FEET; THENCE CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE SOUTH 19 DEGREES 53 MINUTES 40 SECONDS EAST, A DISTANCE OF 209.62 FEET TO A POINT IN THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 65, AS NOW ESTABLISHED; THENCE SOUTH 84 DEGREES 55 MINUTES 28 SECONDS WEST ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 32.07 FEET; THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE SOUTH 10

DEGREES 17 MINUTES 11 SECONDS WEST, A DISTANCE OF 368.83 FEET;
 THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE NORTH 79
 DEGREES 04 MINUTES 29 SECONDS WEST, A DISTANCE OF 117.65 FEET;
 THENCE DEPARTING SAID WEST RIGHT-OF-WAY LINE NORTH 08 DEGREES 53
 MINUTES 57 SECONDS EAST ALONG THE WEST RIGHT-OF-WAY LINE OF SAID
 FARM ROAD 188. A DISTANCE OF 207.93 FEET TO A POINT OF CURVATURE;
 THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE ALONG A
 TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 402.50 FEET AND AN
 INTERNAL ANGLE OF 98 DEGREES 12 MINUTES 46 SECONDS, A DISTANCE OF
 689.94 FEET TO A POINT IN THE SOUTH RIGHT-OF-WAY LINE OF SAID FARM
 ROAD 188; THENCE NORTH 78 DEGREES 13 MINUTES 23 SECONDS WEST
 ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 158.68 FEET;
 THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE NORTH 87
 DEGREES 17 MINUTES 15 SECONDS WEST, A DISTANCE OF 127.58 FEET;
 THENCE DEPARTING SAID SOUTH RIGHT-OF-WAY LINE NORTH 02 DEGREES 42
 MINUTES 45 SECONDS EAST, A DISTANCE OF 50.52 FEET TO THE POINT OF
 BEGINNING, AND CONTAINING 151,457 SQUARE FEET OR 3.477 ACRES OF
 LAND, MORE OR LESS. AND ALSO, THAT CERTAIN PARCEL OR TRACT OF LAND
 LOCATED IN THE NORTHEAST QUARTER (NE 1/4) OF SECTION TWENTY- EIGHT
 (28), TOWNSHIP TWENTY-EIGHT (28), RANGE TWENTY-ONE (21), BEING MORE
 PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT AN EXISTING IRON PIN AT THE SOUTHWEST CORNER OF
 THE NORTHEAST QUARTER (NE 1/4) OF SECTION TWENTY-EIGHT (28), THENCE
 NORTH 01°33'11" EAST A DISTANCE OF 1322.20 FEET TO AN EXISTING IRON PIN;
 THENCE SOUTH 87°19'29" EAST A DISTANCE OF 625.75 FEET; THENCE SOUTH
 02°40'31" WEST A DISTANCE OF 5.25 FEET FOR A POINT OF BEGINNING;
 THENCE SOUTH 87°41'12" EAST A DISTANCE OF 295.76 FEET TO A POINT ON
 THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY #65; THENCE ALONG SAID
 WEST RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) DESCRIBED COURSES;
 THENCE SOUTH 00° 44' 46" WEST A DISTANCE OF 174.61 FEET; THENCE SOUTH
 09°03'19" WEST A DISTANCE OF 215.89 FEET TO A POINT ON THE EAST RIGHT-
 OF-WAY LINE OF FARM ROAD 188; THENCE ALONG SAID EAST RIGHT-OF-WAY
 THE FOLLOWING FIVE (5) DESCRIBED COURSES; THENCE NORTH 18°15'14"
 WEST A DISTANCE OF 198.09 FEET; THENCE NORTH 39°04'49" WEST A
 DISTANCE OF 211.21 FEET; THENCE NORTH 80°05'31" WEST A DISTANCE OF
 8.87 FEET; THENCE NORTH 40°35'55" WEST A DISTANCE OF 52.32 FEET;
 THENCE NORTH 73°15'13" WEST A DISTANCE OF 22.24 FEET TO THE POINT OF
 BEGINNING. AND ALSO, ALL OF LOT 1 IN THE FINAL PLAT OF MERCY
 ORTHOPEDIC HOSPITAL RECORDED IN THE GREENE COUNTY RECORDERS
 OFFICE IN BOOK 2014 AT PAGE 012768-14 PLAT BOOK AAA-314. AND ALSO, ALL
 OF LOT 2 IN THE FINAL PLAT OF MERCY COMMONS PHASE 1 RECORDED IN
 THE GREENE COUNTY RECORDERS OFFICE IN BOOK 2013 AT PAGE 036180-13
 PLAT BOOK AAA-280.

EXHIBIT B
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

COMMISSION ACTION: (combine presentation for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025 but with five separate votes)

Planning and Zoning Commissioner Knuckles moved to combine presentations for Z-4-2025 COD 269, Z-5-2025, Z-6-2025 COD 270, Z-7-2025, and Z-8-2025; Commissioner Scott seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

Z-8-2025

3020, 3050 & 3053 East Riverbluff Boulevard

Applicant: Tea Properties MO I LLC

Mr. Sparlin states that this is a request to rezone approximately 42 acres from Planned Development No. 302 and GI, Government and Institutional Use District with COD No. 36 to GI, Government and Institutional Use District.

Mr. Doennig opened the public hearing.

Mr. Ricky Haase, 550 E. St. Louis stated that he is representing Mercy Hospital, and they decided to rezone their properties in the area to get them cleaned up for long term use before the remapping is completed and they have no intention of ever selling these properties.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Pauly moved to approve Z-8-2025; Commissioner Scott seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.



Bob Hosmer, AICP
Planning Manager



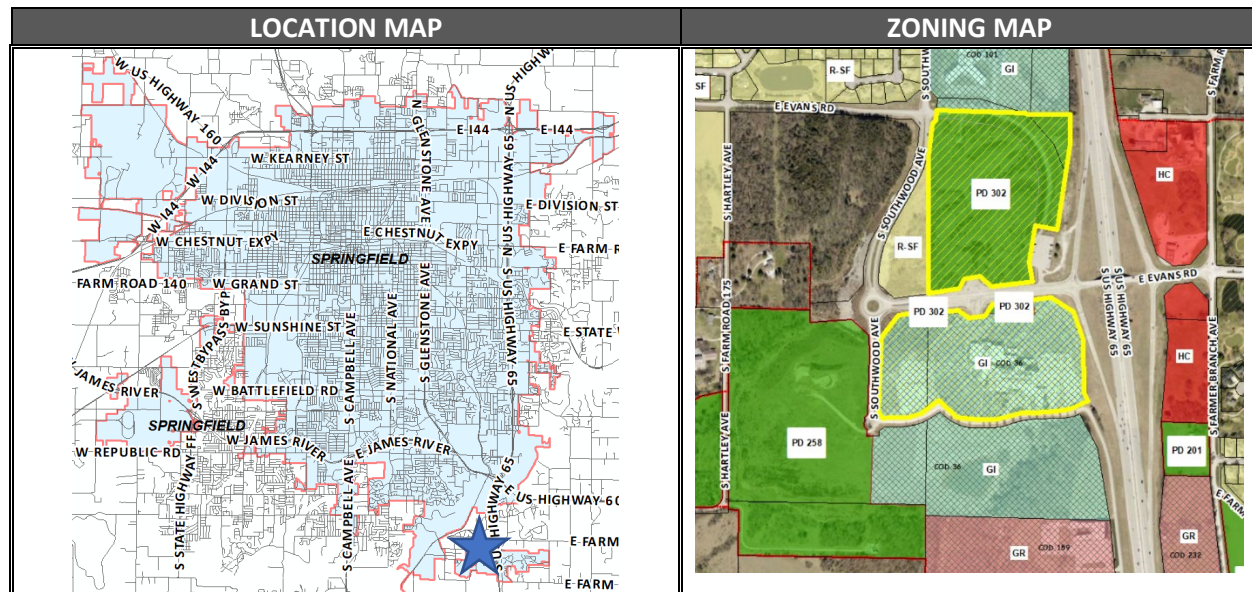
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-8-2025
Location:	3020, 3050 & 3053 E. Riverbluff Blvd.
Total Acres:	42 acres
Applicant:	Tea Properties MO I, LLC and Mercy Health Springfield Communities
Existing Land Use:	Mercy Orthopedic Hospital and undeveloped land
Neighborhood Meeting:	May 20, 2025
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Mail, posted property, and legal in Springfield News-Leader
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-8-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

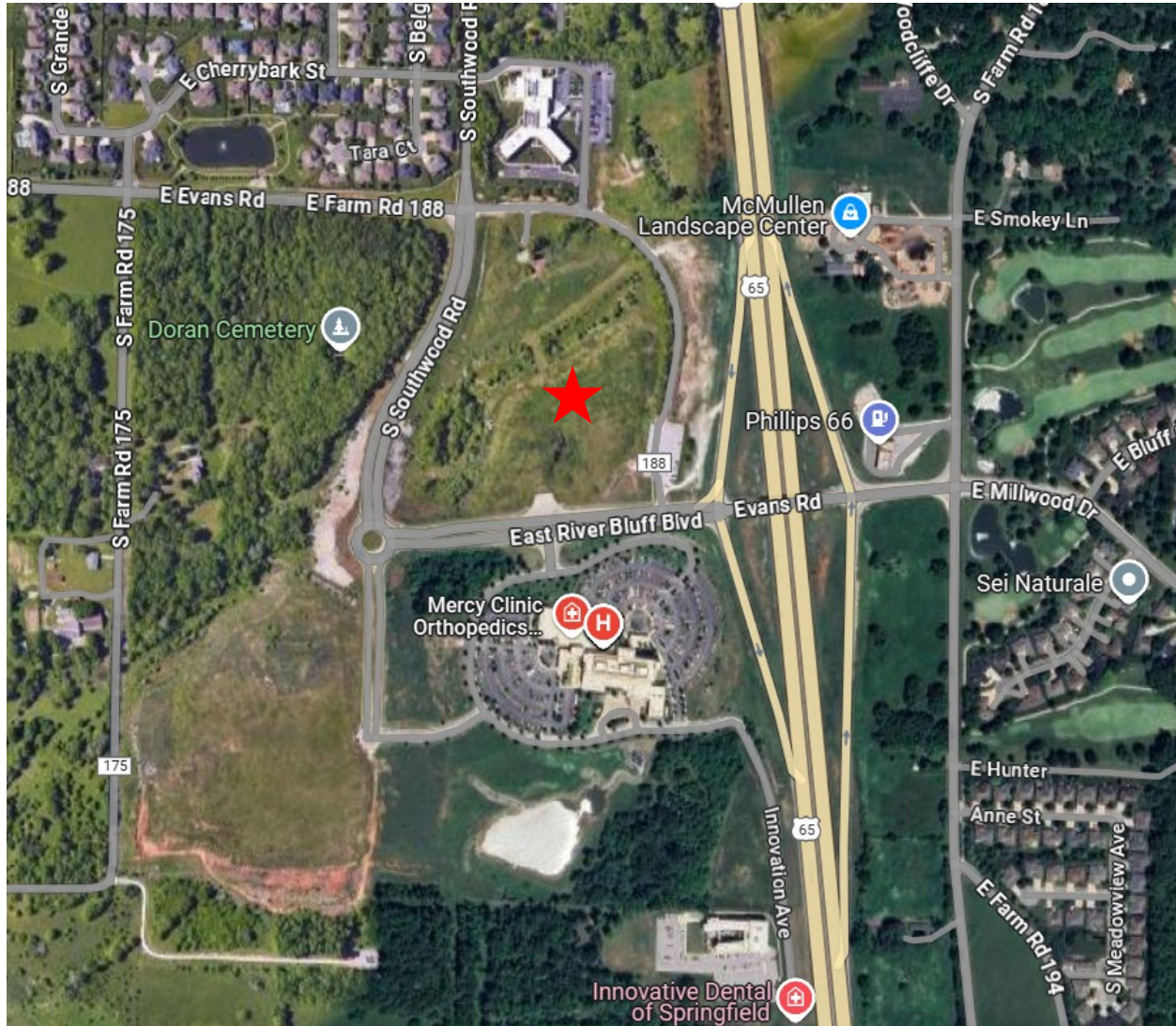
PROJECT SUMMARY:

Request to rezone approximately 42 acres generally located at 3020, 3050 & 3053 East Riverbluff Blvd. from Planned Development No. 302 and GI, Government and Institutional Use District with COD No. 36 to GI, Government and Institutional Use District.



DEVELOPMENT REVIEW STAFF REPORT

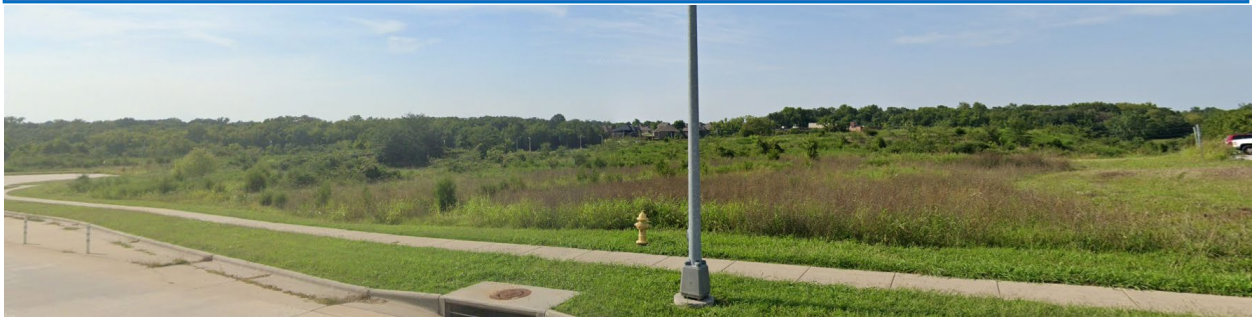
GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT



PROPERTY HISTORY:

The subject property north of Riverbluff Blvd. and a small sliver south was annexed and rezoned to PD 302 in 2006. The subject property south of Riverbluff Blvd. was rezoned to GI with COD No. 36 in 2010.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GI
Use Limitations	(a) No landfill activities shall occur within 1,000 feet of a residential district. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards.

DEVELOPMENT REVIEW STAFF REPORT

	(c)No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code. (d)Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Maximum Structure Height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Minimum Open Space	Not less than 20 percent

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Institutional and Employment Center placetype.

The Institutional and Employment Center placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities. Student housing is also a common component. In the case of universities or colleges, along with mixed housing types located along the fringes and transitional areas, providing housing near major employers is important. Areas within this placetype act as centers of culture, education, and business development, while providing numerous employment opportunities for residents of Springfield and others from the region. As Institutional and Employment Centers provide vital jobs and services to the entire metro area, multimodal accessibility and public transit connectivity are key components of this placetype. Underutilized parcels are assembled and redeveloped into more intense supporting uses or higher density housing developments where appropriate, to increase activity within the center. Planning for Institutional and Employment Center placetype focuses on infrastructure and corridor improvements to facilitate traffic flow, multimodal connectivity, and streetscaping improvements, needed to enhance the character and connectivity of key corridors. As these centers of activity receive high volumes of visitors and commuters into the City, it is essential that the quality of development and visual appeal of the corridors remain attractive and representative of the City's desired image.

Primary Land Uses:

- Universities, colleges, and vocational schools
- Government, healthcare, and institutional facilities

Supporting Land Uses:

- Single-family detached
- Single-family attached
- Multi-family
- Parks, greenways, and open space
- Sports complexes and recreational facilities

DEVELOPMENT REVIEW STAFF REPORT

- Office, hospitality, retail sales and service
- Maker, artisan, and innovations spaces
- Public and private schools and places of worship

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.
- The pedestrian environment is enhanced with expanded sidewalks and pedestrian infrastructure, such as benches, pedestrian-scaled lighting, and street trees.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- Character is enhanced by gateway features, landscaping, and branding elements, particularly within university, health care campuses, and innovation districts, to identify entry into campus areas.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Lighting, signage, landscaping, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting with a high degree of transparency using clear glass windows and doors to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.

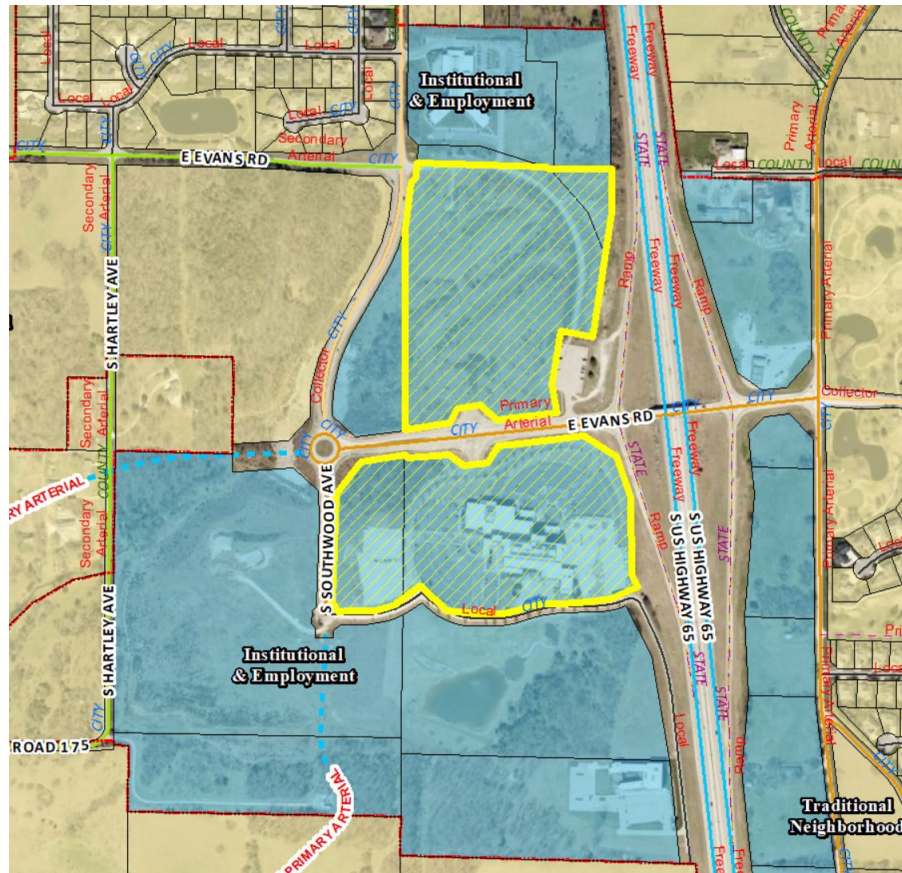
DEVELOPMENT REVIEW STAFF REPORT

TRANSITIONS:

- Strong connections to local universities, innovation districts, and neighborhoods are established through branding and connectivity.
- More intense institutional and employment uses and supporting uses are sufficiently separated and buffered from lower intensity residential uses.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES															
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major Retail & Wholesale	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Warehousing & Distribution Facilities	Heavy Industry & Manufacturing
Residential Neighborhood	●	○	◇	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:**
Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	GI COD 101	GI COD 36	HC, U.S. 65	R-SF and PD
LAND USE	Medical Clinic	Vacant/undeveloped	Commercial uses	Single-family and vacant land
PLACETYPES	Institutional & Employment	Institutional & Employment	Institutional & Employment	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with proposed rezoning. The tract west of FR 175 does not currently have access to CU water, but it could be extended as part of a future development, per CU's extension policy. All other tracts have access to CU electric & water.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No objection to the rezoning however we have the following comments regarding this site when it develops:

1. This property is subject to a \$0.0075 per sq. ft. trunkline connection fee. This fee is based on the area of property connecting or if the property is subdivided. These fees are typically added to the engineering and inspection fees if installing new public improvements, or to the sewer impact permit fee, whichever comes first.

FIRE DEPARTMENT:

No comments.

MODOT COMMENTS:

No apparent impact to MoDOT R/W at this time.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S. Southwood Avenue	Collector	City	30	40	NA	No	Yes	Yes
Street 2	E. Riverbluff Boulevard	Primary Arterial	City	50	60	NA	No	Yes	Yes

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

- No direct access will be allowed to Southwood Avenue and MoDOT Right of Way (commuter parking lot).

DEVELOPMENT REVIEW STAFF REPORT

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A Traffic Impact Study (TIS) may be required at the time of development. The requirements of said study shall be incorporated in the site plan, public improvement plans, or other permits as applicable. All public improvements required for the development must be constructed or escrowed prior to approval of any building permit or plat.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu for Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
6217 S Southwood Ave	Farmer Branch	No	No	Yes	No	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Future Development on site requires Detention for Flood Control. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3.
 - a. Downstream properties are within Greene and Christian County. The Farmers Branch stream has only partial floodway on the tributary from this property.

WATER QUALITY REQUIREMENTS

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

N/A

DEVELOPMENT REVIEW STAFF REPORT

NATURAL CHANNEL & STREAM BUFFERS

1. A Category D Small Tributary stream is located on the Property. A Stream Buffer area is required to be dedicated in a Stream Buffer Easement or on a Subdivision Plat. The stream buffer is minimum 60 feet wide with 30 feet wide buffer from top-of-bank on both sides.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 42 acres generally located at 3020, 3050 & 3053 East Riverbluff Blvd. from Planned Development No. 302 and GI, Government and Institutional Use District with COD No. 36 to GI, Government and Institutional Use District. The applicant, Mercy, is rezoning for future development of the subject property.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Institutional and Employment Center placetype. This placetype contains a variety of major medical and office parks, and a collection of institutional and employer campuses. Large campuses are supported by small commercial sales and service business, and a mix of community-orientated amenities.
3. This application is consistent with the recommended placetype which lists government, healthcare, and institutional facilities as a primary use.
4. The subject property is located at one of Springfield's major intersections of Riverbluff Boulevard and U.S. Highway 65, which are classified as a primary arterial and freeway, respectively.
5. The proposed COD requires a traffic study at the time of development. This will replace the existing Planned Development 302 which allows GR, O-1 and R-LD District uses with roadway improvements and GI with COD 36 which requires a developer's agreement for the construction of Riverbluff Blvd. to Southwood Ave. prior to development which has been satisfied.
6. The GI district is established to apply to those lands where federal, state or local government activities are conducted, where governments hold title to such lands, and to major public and private educational and medical facilities. It is not intended to classify all lands owned by government into this district, but only those uses that are comparatively intensive or which require substantial buildings.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
8. There are few changing conditions in the area affected that make the proposed rezoning necessary. Development of property within the vicinity has been occurring including an orthopedic hospital.

DEVELOPMENT REVIEW STAFF REPORT

9. The range of uses in the proposed GI district is compatible with the uses permitted on other property in the immediate vicinity. The property to the north and south is zoned GI and is owned by Mercy.
10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
11. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
12. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Institutional & Employment Center placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: Planned Development 302 to Government and Institutional Use
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 05/20/2025 from 4:00 PM to 6:30 PM
3. Meeting Location: River Bluff Fellowship - 2655 E Farm Rd 188, Ozark, MO 65721
4. Number of invitations that were sent: 23
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 1
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

- I spoke with Stephen Cox at 5920 S Belgravia Ave.
- I informed him that there were not development plans at this time and that we are rezoning the property now to set Mercy up for success when they do have a plan.
- He was concerned about traffic once development happens. He wants Evan's Rd widened and I said I would let the City/County know that.
- He really enjoys having Mercy as a neighbor to his east.
- Developer is addressing the traffic concern by providing a traffic study at the time of development.

8. List or attach the written comments and how you plan to address any issues:

None

I, Ricky Haase (print name), attest that the neighborhood meeting was held on 05/20/2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Ricky L Haase

Signature of person completing affidavit

Ricky Haase

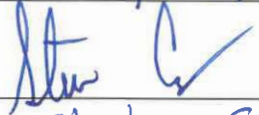
Printed name of person completing affidavit

Neighborhood Meeting

Mercy Property Rezoning

May 20, 2025

4:00 p.m. – 6:30 p.m.

Name	Address	Phone
Ricky Haase	550 E St Louis St	417-890-8802
	5920 S. Belgravia Ave.	417-689-2684
Stephen Cox	5920 S Belgravia Ave	



EXPLANATION TO COUNCIL BILL 2025-151 (JENSON)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A general ordinance amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.1 acres of property generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from Planned Development No. 319, Planned Development No. 46, and Planned Development No. 46 Amendment 2 to GR, General Retail District; and adopting an updated Official Zoning Map. (By: Guaranty Bank & NAP Legacy Real Estate LLC; 1414 West Elfindale Street and 1405 West Sunshine Street; Z-9-2025).

PURPOSE: Amending the Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' by rezoning approximately 2.1 acres generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from PD, Planned Development 319, PD 46, and PD 46 amendment 2 to GR, General Retail District. (Staff and Planning and Zoning Commission recommend approval.)

BACKGROUND INFORMATION:

ZONING CASE NUMBER Z-9-2025

The applicant is requesting to rezone approximately 2.1 acres generally located at 1414 West Elfindale Street and 1405 West Sunshine Street. This property currently has portions zoned under Planned Development 319, Planned Development 46, and Planned Development 46 Amendment 2.

REMARKS: The Planning and Zoning Commission held a public hearing on June 12, 2025, and recommended approval by a vote of 6 to 0. The Planning and Development staff recommends the application be approved (see the attached Development Review Staff Report).

FINDINGS FOR STAFF RECOMMENDATION:

1. The applicant is requesting to rezone approximately 2.1 acres generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from PD, Planned Development 319, PD 46, and PD 46 Amendment 2 to GR, General Retail District.
2. This application is consistent with the City Corridor placetype, which predominantly consists of commercial and service-related development varying

in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit.

3. The subject property has three different Planned Development zoning districts. This application, if approved, will consolidate the property under the GR district.
4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
5. There are few known changing conditions in the area affected that make the proposed rezoning necessary.
6. The range of uses in the proposed GR district are compatible with the uses permitted on other property in the immediate vicinity. The GR district has commercial and office uses similar to those permitted in the PDs.
7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
8. The impact the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
10. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied. The property can still develop with the existing zoning, although it will be more cumbersome than rezoning to the GR district.

STAFF RECOMMENDATION: Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's City Corridor placetype and on the finding of facts above.

Submitted By: Michael Sparlin, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

- Attachments:**
1. Z-9-2025 - 1414 W. Elfindale St. and 1405 W. Sunshine St.
 2. Z-9-2025_exhA
 3. Z-9-2025_exhB
 4. Z-9-2025_exhC

One-rdg. _____
P. Hrngs. X
Pgs. 21
Filed: 07-08-25

Sponsored by: Jenson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-151

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING the Springfield Land Development Code, Section 36-306, 'Official
2 zoning map and rules for interpretation,' by rezoning approximately
3 2.1 acres of property generally located at 1414 West Elfindale
4 Street and 1405 West Sunshine Street from Planned Development
5 No. 319, Planned Development No. 46, and Planned Development
6 No. 46 Amendment 2 to GR, General Retail District; and adopting
7 an updated Official Zoning Map.
8 _____
9

10 WHEREAS, an application has been filed for a zoning change of the property
11 generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from
12 Planned Development No. 319, Planned Development No. 46, and Planned
13 Development No. 46 Amendment 2 to GR, General Retail District; and
14

15 WHEREAS, following proper notice, the Planning and Zoning Commission held a
16 public hearing on June 12, 2025, a copy of the Record of Proceedings from said public
17 hearing being attached hereto and incorporated herein by this reference as "Exhibit B,"
18 and said Commission made a recommendation of approval by a vote of 6 to 0; and
19

20 WHEREAS, the City has reviewed the applicant's request and prepared a staff
21 report concerning the application, which is attached hereto and incorporated herein by
22 this reference as "Exhibit C"; and
23

24 WHEREAS, proper notice was given of a public hearing before City Council, and
25 said hearing was held in accordance with the law.
26

27 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
28 SPRINGFIELD, MISSOURI, as follows, that:
29

30 Section 1 – The property generally located at 1414 West Elfindale Street and
31 1405 West Sunshine Street and described in "Exhibit A," which is attached hereto and
32 incorporated herein by this reference, is hereby rezoned from Planned Development
33 No. 319, Planned Development No. 46, and Planned Development No. 46 Amendment

2 to GR, General Retail District. Springfield Land Development Code, Section 36-306, 'Official zoning map and rules for interpretation,' is hereby amended, changed, and modified consistent with this Ordinance.

Section 2 – City Council hereby directs the City Manager, or designee, to update the City's digital zoning map to reflect this rezoning, and City Council adopts the map thereby amended as the Official Zoning Map of Springfield, Missouri, as provided for in the Springfield Land Development Code, Section 36-306, 'Official zoning maps and rules of interpretation.'

Section 3 – The Official Zoning Map herein adopted shall be maintained and archived in the same digital form in which this Council has approved its adoption.

Section 4 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: [Signature], City Manager

EXHIBIT A
LEGAL DESCRIPTION

A TRACT OF LAND LYING IN PARTS OF LOTS 11 AND 12 OF ELFINDALE FIRST ADDITION, AMENDED PLAT OF LOTS 1, 3 & 6 OF ELFINDALE, A SUBDIVISION IN SPRINGFIELD, GREENE COUNTY, MISSOURI RECORDED IN BOOK KK, PAGES 35-37 OF THE GREENE COUNTY, MISSOURI RECORDER'S OFFICE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE WEST 55 FEET OF LOT 11, IN SAID ELFINDALE FIRST ADDITION, SAID POINT ALSO BEING ON THE SOUTH RIGHT-OF-WAY OF ELFINDALE STREET, THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING 4 COURSES; SOUTH 88°04'16" EAST, 29.19 FEET; THENCE 153.61 FEET ALONG A 1107.69 FOOT RADIUS CURVE TO THE LEFT WHOSE CHORD BEARS NORTH 87°42'48" EAST FOR 153.49 FEET; THENCE NORTH 83°52'43" EAST, 12.51 FEET; THENCE NORTH 83°43'18" EAST, 295.34 FEET; THENCE LEAVING SAID RIGHT-OF-WAY SOUTH 01°46'32" WEST, 164.43 FEET; THENCE SOUTH 01°22'08" WEST, 10.80 FEET; THENCE SOUTH 83°59'55" WEST, 66.07 FEET; THENCE SOUTH 83°47'30" WEST, 228.46 FEET; THENCE NORTH 01°29'46" EAST, 67.75 FEET; THENCE NORTH 88°34'43" WEST, 194.83 FEET; THENCE NORTH 01°33'58" EAST, 95.46 FEET TO THE POINT OF BEGINNING, CONTAINING 70,230 SQUARE FEET (1.61 ACRES), ALL LYING IN SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

A TRACT OF LAND LYING IN PART OF LOT 12 OF ELFINDALE FIRST ADDITION, AMENDED PLAT OF LOTS 1, 3 & 6 OF ELFINDALE, A SUBDIVISION IN SPRINGFIELD, GREENE COUNTY, MISSOURI RECORDED IN BOOK KK, PAGES 35-37 OF THE GREENE COUNTY, MISSOURI RECORDER'S OFFICE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 12, IN SAID ELFINDALE FIRST ADDITION, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY OF SUNSHINE STREET, THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING 3 COURSES; NORTH 88°18'14" WEST, 54.91 FEET; THENCE NORTH 84°26'53" WEST, 137.82 FEET; THENCE NORTH 88°38'37" WEST, 20.07 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY SOUTH 85°13'03" WEST, 92.97 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 87°38'48" WEST, 11.81 FEET; THENCE LEAVING SAID RIGHT-OF-WAY NORTH 01°37'14" EAST, 206.39 FEET; THENCE NORTH 83°47'30" EAST, 109.13 FEET; THENCE SOUTH 02°41'01" WEST, 211.08 FEET TO THE POINT OF BEGINNING, CONTAINING 22,200 SQUARE FEET (0.51 ACRES), ALL LYING IN SECTION 26, TOWNSHIP 29 NORTH, RANGE 22 WEST, IN THE CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI.

EXHIBIT B
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

Z-9-2025

1414 West Elfindale Street and 1405 West Sunshine Street

Applicant: Guaranty Bank and NAP Legacy Real Estate, LLC

Mr. Sparlin states that this is a request to rezone approximately 2.1 acres PD, Planned Development 319, PD 46, and PD 46 amendment 2 to GR, General Retail District.

Mr. Doennig opened the public hearing.

Mr. Shawn Barry, 1550 E. Republic Road from Toth and Associates and representing the applicant and they are looking to expand the Child Advocacy Center and here to answer any questions.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Z-9-2025; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.

A handwritten signature in black ink, appearing to read 'Bob Hosmer', is written over a horizontal line.

Bob Hosmer, AICP
Planning Manager



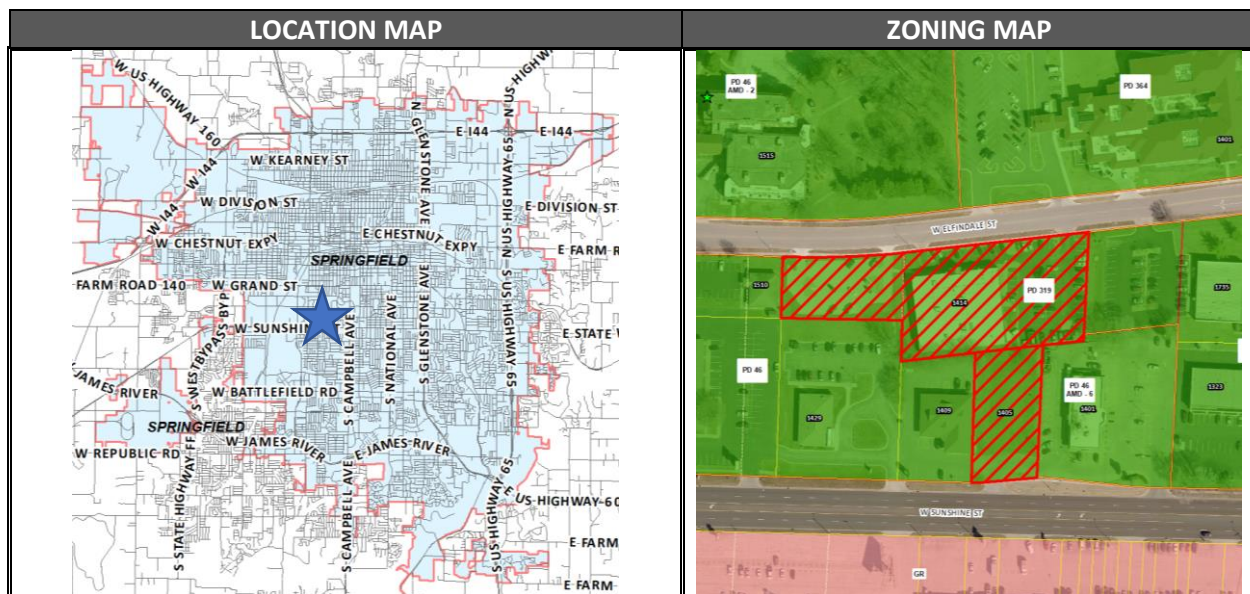
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-9-2025
Location:	1414 West Elfindale Street and 1405 West Sunshine Street
Total Acres:	2.1 acres
Applicant:	Guaranty Bank & NAP Legacy Real Estate LLC
Existing Land Use:	Office use and undeveloped land
Neighborhood Meeting:	May 22, 2025
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Mail, posted property, and legal in the Springfield News-Leader
Staff:	Michael Sparlin, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-9-2025 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to rezone approximately 2.1 acres generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from PD, Planned Development 319, PD 46, and PD 46 amendment 2 to GR, General Retail District.



[illegible]

A wide-angle photograph of a large, single-story commercial building with a red roof and light-colored siding. The building is surrounded by green grass and trees. In the foreground, there is a paved road. On the left side, a 'For Sale' sign is visible, indicating the property is available for sale. The sign includes the text 'AVAILABLE', 'Lee Wilson', '407-515-1100', and 'SUN'. The background shows more trees and a clear blue sky.

DEVELOPMENT REVIEW STAFF REPORT



PROPERTY HISTORY:

The subject property was rezoned to PD 46 in May 1985. 1405 West Sunshine Street was rezoned to PD 46 amendment 6 in 1994. A portion of the subject property was rezoned in January 2001 to PD 319.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

DEVELOPMENT REVIEW STAFF REPORT

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR GR DISTRICT
Use Limitations	(a) All outdoor automobile parking areas used for the purpose of retail or wholesale storage or sale of motorized or commercial vehicles shall be prohibited. Other outdoor activities that are not specifically permitted may only be allowed as an accessory use to the permitted uses as provided in subsection 36-421(2), permitted uses, as follows: 1. If any portion of the premises abuts any residential zoning district, the outdoor activities may be permitted, provided they meet the provisions of, and a conditional use permit is issued pursuant to Section 36-363, conditional use permits, of this article. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. 2. If the premises abuts only nonresidential zoning districts, the outdoor activities may be permitted. A conditional use permit will not be required. A building permit(s) showing compliance with all applicable codes and ordinances may be required as determined by the director of building development services. (b) No outdoor storage except as provided in subsection 36-421(2), permitted uses, and subsection 36-421(3), conditional uses. (c) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (d) No use shall emit an odor that creates a nuisance as determined by Springfield City Code. (e) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22). (f) Streets through an adjacent residential area shall not be used to provide principal access for truck traffic to any nonresidential use in this district except on streets classified as expressways, arterials, or collectors.
Minimum Lot Size	Not applicable to the GR, General Retail District
Maximum Height	Not applicable to the GR, General Retail District
Bulk Plane	All structures shall remain below a 30-degree bulk plane as measured from the boundaries of R-SF or R-TH districts.
Minimum Yard Requirements	Front yards – 25 feet when fronting on a street classified as collector or higher, or as required by Section 36-453, Supplemental open space, and yard regulations. 15 feet when fronting a street classified as local, or as required by Section 36-453. The front yard setback may be reduced

DEVELOPMENT REVIEW STAFF REPORT

	below the minimum required above if a Conditional Use Permit is approved in accordance with Section 36-363, Conditional use permits, or if a preliminary plat is approved in accordance with the City's subdivision regulations. Side yards – None, except as required by Section 36-453 and the bufferyard requirements contained in Section 36-482, Landscaping and bufferyards. Rear yards – None, except as required by the bufferyard requirements contained in Section 36-482.
Minimum Open Space	Not less than 20 percent of the gross site area shall be devoted to open space, including required yards and bufferyards unless modified in accordance with subsection 36-482 (15). Open space shall not include areas covered by buildings, structures, parking, storage, loading and other paved areas and internal streets or areas containing plants for display and sale. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan, meeting the requirements of Section 36-360, Site plan review, shall be submitted and approved. (b) A landscape plan, meeting the requirements of Sections 36-482 and 36-483, Off-street parking and loading design standards, shall be submitted, and approved. (c) Off-street parking and vehicular use areas shall be screened from all residential uses, in accordance with Section 36-480, Screening and fencing. (d) Refuse storage areas shall be screened from view in accordance with Section 36-480. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with Section 36-480. (f) Lighting shall be designed to reflect away from any adjacent residential area and in accordance with Section 36-484, Lighting standards. (g) Accessory buildings and structures shall meet the requirements of Section 36-450, Accessory structures and uses.
Buffering and Landscaping	Future development must comply with the interior and perimeter landscaping requirements, as applicable to a future site plan, per subsections 36-482 (9) (a) and (b), unless the property owner opts to utilize the point system described in subsection 36-482 (10) instead. Based on the proposed zoning for the subject area and the zoning of its neighbors, a Bufferyard Type F will be required along the north and west property line where adjacent to property zoned R-SF, Single-Family Residential District.

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The City Corridor placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit. City Corridors provide a wide range of shopping, service, entertainment, and employment destinations for both residents and visitors. Common uses within the placetype include chain restaurants, gas stations, hotels, national retailers, movie theaters, smaller offices, and a variety of support services.

Primary Land Uses:

- Office, hospitality, retail sales and service
- Multi-family
- Sports complexes and recreation facilities
- Maker, artisan, and innovation spaces

Supporting Land Uses:

- Public and private schools and places of worship
- Parks, greenways, and open space
- Urban agriculture
- Universities, colleges, and vocational schools
- Personal and outdoor storage

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups.
- Electric vehicle charging facilities, pedestrian and bicycle infrastructure, and automated vehicle parking and loading spaces are integrated along major corridors, installed at key destinations, and incorporated into private development plans.
- As technology, trends, and funds permit, utilities are buried or consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Transit service is expanded along key commercial corridors over the long term with bus stops enhanced with shelters and live timetables.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

- Residential development and commercial buildings should be oriented to the street.
- Parking should be located behind or beside the primary buildings with abundant landscaping and screening to encourage greater interest and interaction between the adjoining street and the building, that contributes to community-wide quality of place.

DEVELOPMENT REVIEW STAFF REPORT

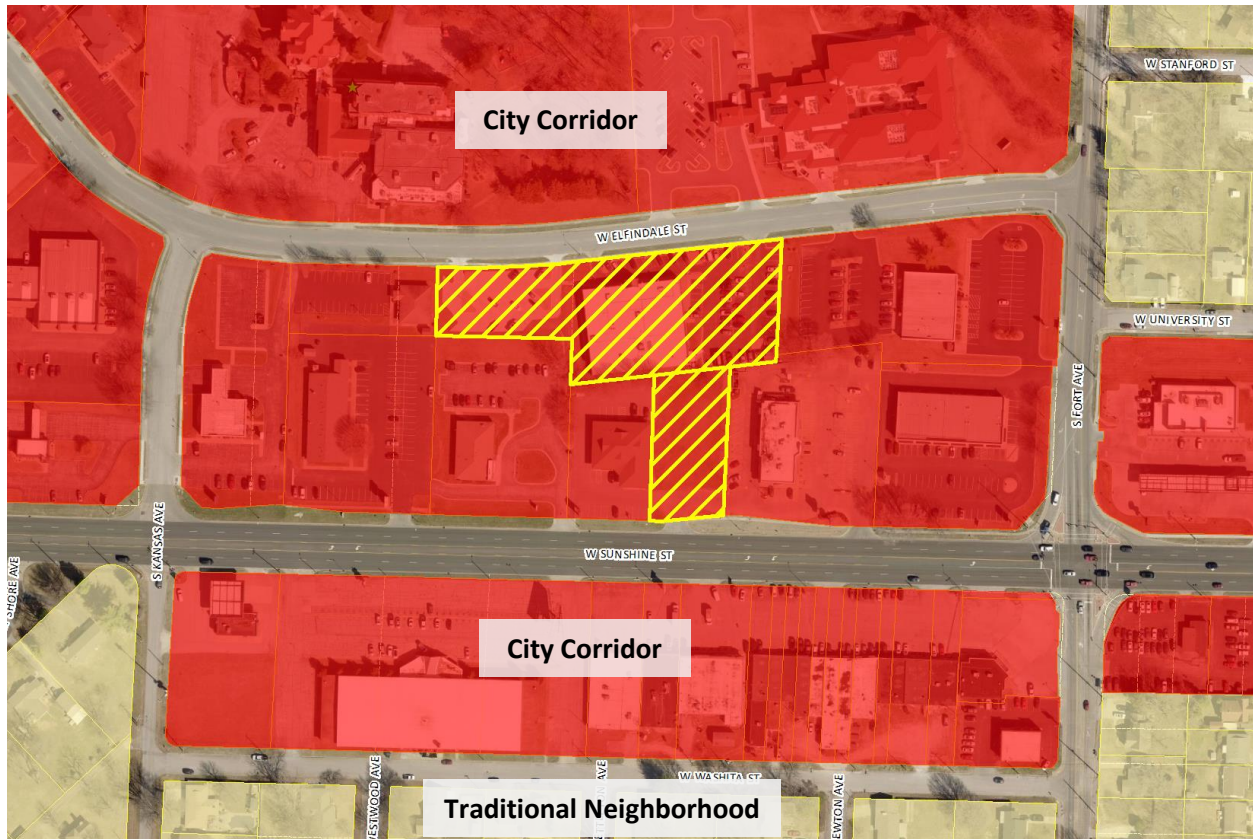
- Pedestrian pathways within large parking lots provide safe access to business entrances.
- A greater focus on site design, parking access, massing, and building orientation are adopted to ensure development that is complementary to adjacent lower density residential development.
- Multi-story buildings designed with active ground floor spaces should be visible and inviting to increase a vibrant pedestrian environment.
- Use of quality materials, construction methods, workmanship, and design should be incorporated into new development and redevelopment.
- A mix of building heights is supported through structured site and building design strategies to soften the impact on adjacent lower intensity residential development.
- Lighting, landscaping, signage, mail, and delivery accommodations should also be proactively incorporated into the site design.
- Design should avoid the placement of mechanical equipment along major roadways or should be completely screened, along with adequate spacing for storage of waste receptacles.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Encourage code adjustments regarding parking minimums instead of parking maximums.

TRANSITIONS:

- Office and multifamily uses can be placed on the periphery of the placetype to transition into adjacent lower density residential Placetypes.
- Higher density residential development should be integrated along existing commercial corridors in need of reinvestment, transitioning aging commercial properties to new uses and focusing future commercial development at high activity nodes.
- Commercial and higher density residential is sufficiently screened and buffered between low-density residential development.
- Multi-story buildings should be sited and designed to reduce the impact on adjacent lower intensity residential development.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:

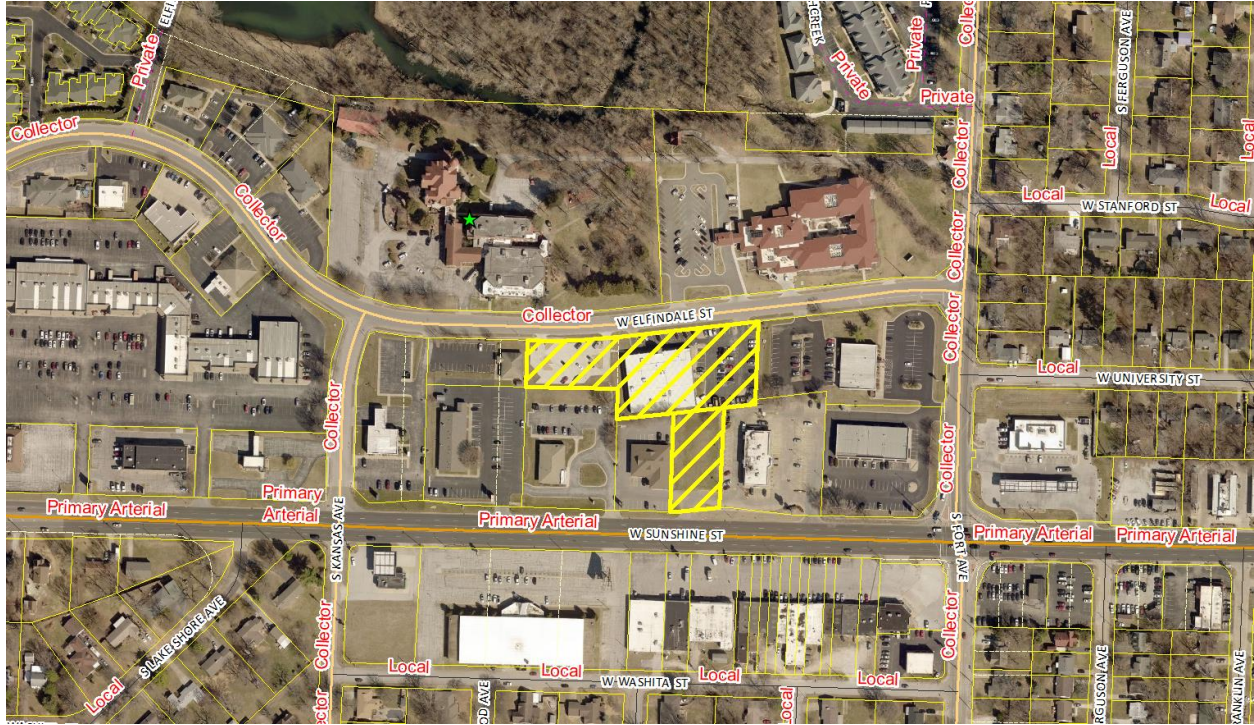


PLACETYPES	LAND USES														
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major Retail & Wholesale	Public & Private Schools & Vocational Schools	Universities, Colleges & Institutional Facilities	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry	Warehouse & Distribution Facilities
Residential Neighborhood	●	○	◇	○	○	○	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

- **Primary Land Use:** More prominent and play a pivotal role in characterizing that placetype
- **Supporting Land Use:** Less prevalent and serve to support the primary land use.
- ◇ **Low Intensity Supporting Land Use:** Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	PD 46 am 2, PD 364	PD 46, GR	PD 319	PD 46
LAND USE	Church, Senior housing	Office and commercial uses	Restaurant and office use	Office use
PLACETYPES	City corridor	City Corridor	City Corridor	City Corridor

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with the proposed rezoning.

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT
DIVISION:

No issues with rezoning.

FIRE DEPARTMENT:

DEVELOPMENT REVIEW STAFF REPORT

No issues with rezoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

TRAFFIC REPORT

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	W. Elfindale Street	Collector	City	30	30	NA	Yes	Yes	Yes
Street 2	W. Sunshine Street	Primary Arterial	City	50	50	NA	No	Yes	Yes

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There is one (1) bus stop on Fort Avenue near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A traffic study is not required for this rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

	Drainage Basin	Fee in Lieu for Flood Control	Fee in Lieu for Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
1414 W Elfindale St	Fassnight Creek	No	No	No	No	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

1. Site is provided flood control through the Elfindale Subdivision regional inline basin constructed through public improvements 5PW262.

WATER QUALITY REQUIREMENTS

1. The public improvements do not provide for water quality volume, the future developments disturbing 1 acre will require a water quality stormwater control measure.

2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.

3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

FLOODPLAIN

DEVELOPMENT REVIEW STAFF REPORT

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 2.1 acres generally located at 1414 West Elfindale Street and 1405 West Sunshine Street from PD, Planned Development 319, PD 46, and PD 46 amendment 2 to GR, General Retail District.
2. This application is consistent with the City Corridor placetype which predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit.
3. The subject property has three different Planned Development zoning districts. This application, if approved, will consolidate the property under the GR district.
4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
5. There are few known changing conditions in the area affected that make the proposed rezoning necessary.
6. The range of uses in the proposed GR district are compatible with the uses permitted on other property in the immediate vicinity. The GR district has commercial and office uses similar to those permitted in the PDs.
7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
8. The impact the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.

DEVELOPMENT REVIEW STAFF REPORT

10. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied. The property can still develop with the existing zoning, although it will be more cumbersome than rezoning to the GR district.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's City Corridor placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: PD 314 & 46 to General Retail
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 5/22/2025 from 4:00-6:30pm
3. Meeting Location: 1414 W. Elfindale Street Springfield, MO 65807
4. Number of invitations that were sent: 87
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 0
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

See attached.

8. List or attach the written comments and how you plan to address any issues:

See attached.

I, Derrick J. Estell (print name), attest that the neighborhood meeting was held on 5/22/2025 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."


Signature of person completing affidavit

Derrick J. Estell
Printed name of person completing affidavit



417.888.0645
tothassociates.com
830 E Primrose Suite 200
Springfield Missouri 65807

June 5th, 2025

RE: Child Advocacy Center: Neighborhood Meeting Summary – 1414 Elfindale Street

As a part of the rezoning process for the Child Advocacy Center, a neighborhood meeting was required. Notification was sent to properties within 500 feet of the area proposed to be rezoned. No neighbors attended the neighborhood meeting held at 1414 W. Elfindale Street, Springfield, MO, 65807 on 05/22/2025.

Respectfully,

Derrick Estell, P.E.
Civil Project Manager
destell@tothassociates.com
Office: 417.888.0645



EXPLANATION TO COUNCIL BILL 2025-152 (LEE)

FILED: 07/01/2025

ORIGINATING DEPARTMENT: Environmental Services

TITLE: A special ordinance authorizing the City of Springfield, Missouri, to temporarily waive brush disposal fees at all city facilities due to the recent and catastrophic weather event of June 29, 2025, for the purpose of providing an efficient and accessible means of disposing of limbs and brush storm debris; and declaring an emergency pursuant to Section 2.12(1) of the City Charter.

PURPOSE: To authorize the City of Springfield to temporarily waive brush disposal fees at all city facilities due to the significant weather event of June 29, 2025, for the purpose of providing an efficient and accessible means of disposing of limbs and brush storm debris; and declaring an emergency pursuant to Section 2.12(1) of the City Charter.

BACKGROUND INFORMATION: On June 29, 2025, another severe storm caused widespread tree damage across Springfield and the surrounding area. This resulted in a substantial amount of downed limbs, brush, and other vegetative debris. In response, the Department of Environmental Services, in coordination with Public Works and Greene County, is implementing emergency support measures to assist with debris cleanup. To help residents dispose of storm-related materials safely and efficiently, the Department is proposing a new temporary waiver of all brush disposal fees at City facilities. The fee waiver will be in effect through July 26, 2025.

Submitted By: Errin Kemper, Director of Environmental Services

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 7/2/2025

Attachments: 1. Brush Disposal Fee Waiver Due to Storm

Pub. Imp. _____
Govt. Grnt. _____
Emer. X _____
P. Hrngs. _____
Pages 3 _____
Filed: 07-08-25 _____

Sponsored by: Lee _____

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-152 _____

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City of Springfield, Missouri, to temporarily waive brush disposal
2 fees at all city facilities due to the recent and catastrophic weather
3 event of June 29, 2025, for the purpose of providing an efficient and
4 accessible means of disposing of limbs and brush storm debris; and
5 declaring an emergency pursuant to Section 2.12(1) of the City
6 Charter.

7
8 WHEREAS, the City of Springfield, Missouri (the “City”), had a catastrophic
9 weather event on June 29, 2025, resulting in significant volumes of limbs, brush, and
10 yard waste storm debris across the City; and

11
12 WHEREAS, given the scale of the event the Department of Environmental
13 Services, in cooperation with Public Works and Greene County, is proposing to
14 temporarily waive all brush disposal fees at all city facilities until July 26, 2025.

15
16 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
17 SPRINGFIELD, AS FOLLOWS:

18
19 Section 1 – The City of Springfield, Missouri, is authorized to temporarily waive
20 all brush disposal fees at all city facilities through July 26, 2025, for the purpose of
21 providing an efficient and accessible means of disposing of yard waste due to the June
22 29, 2025, catastrophic weather event.

23
24 Section 2 – The City Council finds and declares that this Ordinance constitutes an
25 emergency under Section 2.12(1) of the City Charter, as it pertains to the immediate
26 preservation of public property, health and safety. Therefore, this Ordinance is in full force
27 and effect from and after its passage.
28

29 Passed at meeting: _____

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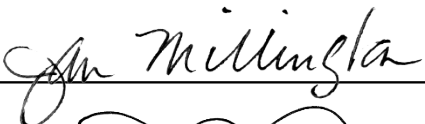
42

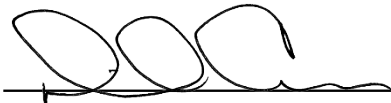
43

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to Form: , Deputy City Attorney

Approved for Council Action: , City Manager



EXPLANATION TO COUNCIL BILL 2025-153 (MCGULL)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a Surface Transportation Block Grant Program Agreement with the Missouri Highways and Transportation Commission for the purpose of funding engineering work to extend the Fassnight Creek Greenway Trail along Bennett Street from west of National Avenue to Glenstone Avenue; amending the Fiscal Year 2025-2026 budget for the Department of Public Works in the amount of \$348,871 to appropriate federal Surface Transportation Block Grant Program funds; and declaring that this Ordinance qualifies for approval in one reading pursuant to City Charter Section 2.16(25).

PURPOSE: Authorizing the City Manager, or designee, to enter into a Surface Transportation Block Grant ("STBG") Program Agreement with the Missouri Highways and Transportation Commission ("MHTC"), for engineering costs associated with a multi-use side path to extend the Fassnight Creek Greenway Trail along Bennett Street from west of National Avenue to Glenstone Avenue; amending the Fiscal Year 2025-2026 budget for the Department of Public Works in the amount of \$348,871 to appropriate federal STBG funds for this project; amending the Capital Improvements Program to add the funded project; and declaring that this Ordinance qualifies for approval in one reading.

BACKGROUND INFORMATION: This STBG Program Agreement ("Exhibit 1") covers the estimated \$436,089 total cost for engineering expenses for a new multi-use side path. Federal STBG funds will reimburse 80 percent of engineering costs incurred up to a maximum of \$348,871, and the City will contribute 20 percent (\$87,218). The City will be responsible for any costs exceeding \$436,089. The City's contribution will be funded from 1/8-cent Transportation Sales Tax funds that are already budgeted.

As this Ordinance authorizes a contract with the state for the purpose of receiving federal grant money, we request that it be passed as a one-reading bill under City Charter Section 2.16(25).

Supports the following City Council Priorities:

- Quality of Place
- Public Safety
- Economic Vitality
- Fiscal Sustainability and Accountability



REMARKS: Public Works recommends approval of this Council bill and budget adjustment.

Submitted By: Brett Foster, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:
Maurice S. Jones, Deputy City Manager 7/1/2025

Attachments:

1. STBG Bennett Street_ord
2. MHTC STBG ENG Bennett Street Agree_Exh1
3. MHTC STBG ENG Bennett Street BA_Exh2

One-rdg. X
P. Hrngs.
Pgs. 18
Filed: 07-08-25

Sponsored by: McGull

First Reading:

Second Reading:

COUNCIL BILL 2025-153

SPECIAL ORDINANCE

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a Surface Transportation
2 Block Grant Program Agreement with the Missouri Highways and
3 Transportation Commission for the purpose of funding engineering
4 work to extend the Fassnacht Creek Greenway Trail along Bennett
5 Street from west of National Avenue to Glenstone Avenue; amending
6 the Fiscal Year 2025-2026 budget for the Department of Public Works
7 in the amount of \$348,871 to appropriate federal Surface
8 Transportation Block Grant Program funds; and declaring that this
9 Ordinance qualifies for approval in one reading pursuant to City
10 Charter Section 2.16(25).
11 _____
12

13 WHEREAS, federal Surface Transportation Block Grant ("STBG") funds are
14 available to fund engineering work necessary to extend the Fassnacht Creek Greenway
15 Trail by adding approximately 4,600 feet of multi-use side path along Bennett Street
16 from west of National Avenue to Glenstone Avenue; and
17

18 WHEREAS, federal STBG Program Agreement funds will reimburse 80 percent
19 of engineering costs incurred, not to exceed \$348,871; and
20

21 WHEREAS, the remaining 20 percent will be funded from 1/8-cent Transportation
22 Sales Tax funds that are already budgeted.
23

24 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
25 SPRINGFIELD, MISSOURI, as follows, that:
26

27 Section 1 – The City Manager, or designee, is hereby authorized to enter into an
28 Surface Transportation Block Grant Program Agreement with the Missouri Highways
29 and Transportation Commission for the purpose of funding engineering work to extend
30 the Fassnacht Creek Greenway Trail along Bennett Street from west of National Avenue
31 to Glenstone Avenue in the amount of \$348,871, said Agreement to be in substantially
32 the same form as that document attached hereto and incorporated herein by this
33 reference as "Exhibit 1," and to do all things necessary to carry out the intent of the

34 agreement.

35
36 Section 2 – The budget of the City of Springfield for Fiscal Year 2025-2026 is
37 hereby amended in the accounts and in the amounts as shown on Budget Adjustment
38 No. 0003, a copy of which is attached hereto and incorporated herein by reference as
39 “Exhibit 2.”

40
41 Section 3 – City Council hereby finds that the budget adjustment made above
42 has been recommended by the City Manager.

43
44 Section 4 – The City Manager, or designee, is directed to cause the appropriate
45 accounting entries to be made in the books and records of the City.

46
47 Section 5 – City Council hereby finds and declares that this Ordinance may be
48 passed as a one-reading ordinance under City Charter Section 2.16 (25) as it relates to
49 a contract for the acceptance of grant funds from a state or federal agency. This
50 Ordinance shall be in full force and effect from and after passage.

51
52 Passed at meeting: _____

53
54 _____
55 Mayor

56
57 Attest: _____, City Clerk

58
59 Filed as Ordinance: _____

60
61 Approved as to form:  _____, Assistant City Attorney

62
63
64 Approved for Council action:  _____, City Manager

CCO Form: FS11
Approved: 07/96 (KMH)
Revised: 02/25 (MWH)
Modified:

CFDA Number: CFDA #20.205
CFDA Title: Highway Planning and Construction
Award name/number: STBG - 5901(841)
Award Year: FFY 26
Federal Agency: Federal Highway Administration, Department of Transportation

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM AGREEMENT**

THIS STBG AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Springfield, Greene County, Missouri (hereinafter, "City").

WITNESSETH:

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) Title 23 United States Code (USC) §133, authorizes a STBG Program to fund transportation related projects; and

WHEREAS, the City desires to construct certain improvements, more specifically described below, using such STBG funding; and

WHEREAS, those improvements are to be designed and constructed in compliance with the provisions of this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations in this Agreement, the parties agree as follows:

(1) PURPOSE: The purpose of this Agreement is to grant the use of STBG funds to the City. The improvement contemplated by this Agreement and designated as Project STBG-5901(841) involves engineering to extend the Fassnight Creek Greenway Trail consisting of approximately 4,600 feet of multi-use side path along East Bennett Street from the Phelps Grove Park/Springfield Art Museum area west of South National Avenue to South Glenstone Avenue. The proposed engineering work would connect to and complement current engineering work being completed on the segment of the same trail from South Glenstone Avenue to South Enterprise Avenue near the future Chadwick Flyer Trail alignment.

The City shall be responsible for all aspects of the construction of the improvement.

(2) LOCATION: The contemplated improvement designated as Project STBG-5901(841) by the Commission is within the city limits of Springfield, Missouri. The general location of the improvement is shown on an attachment hereto marked "Exhibit A" and incorporated herein by reference. More specific descriptions are as follows: Approximately 4,600 feet of multi-use side path along East Bennett Street from the Phelps Grove Park/Springfield Art Museum area west of South National Avenue to South Glenstone Avenue.

(3) REASONABLE PROGRESS POLICY: The project as described in this agreement is subject to the reasonable progress policy set forth in the Local Public Agency (LPA) Manual [and the final deadline specified in Exhibit B attached hereto and incorporated herein by reference. In the event, the LPA Manual and the final deadline within Exhibit B conflict, the final deadline within Exhibit B controls]. If the project is within a Transportation Management Area that has a reasonable progress policy in place, the project is subject to that policy. If the project is withdrawn for not meeting reasonable progress, the City agrees to repay the Commission for any progress payments made to the City for the project and agrees that the Commission may deduct progress payments made to the City from future payments to the City.

(4) LIMITS OF SYSTEM: The limits of the surface transportation system for the City shall correspond to its geographical area as encompassed by the urban boundaries of the City as fixed cooperatively by the parties subject to approval by the Federal Highway Administration (FHWA).

(5) ROUTES TO BE INCLUDED: The City shall select the high traffic volume arterial and collector routes to be included in the surface transportation system, to be concurred with by the Commission, subject to approval by the FHWA. It is understood by the parties that surface transportation system projects will be limited to the said surface transportation system, but that streets and arterial routes may be added to the surface transportation system, including transfers from other federal aid systems.

(6) INVENTORY AND INSPECTION: The City shall:

(A) Furnish annually, upon request from the Commission or FHWA, information concerning conditions on streets included in the STBG system under local jurisdiction indicating miles of system by pavement width, surface type, number of lanes, and traffic volume category.

(B) Inspect and provide inventories of all bridges on that portion of the federal-aid highway systems under the jurisdiction of the City in accordance with the Federal Special Bridge Program, as set forth in 23 USC §144, and applicable amendments or regulations promulgated thereunder.

(7) CITY TO MAINTAIN: Upon completion of construction of this improvement, the City shall accept control and maintenance of the improved street and shall thereafter keep, control, and maintain the same as, and for all purposes, a part of the City street

system at its own cost and expense and at no cost and expense whatsoever to the Commission. Any traffic signals installed on highways maintained by the Commission will be turned over to the Commission upon completion of the project for maintenance. All obligations of the Commission under this Agreement shall cease upon completion of the improvement.

(8) INDEMNIFICATION: To the extent allowed or imposed by law, the City shall defend, indemnify, and hold harmless the Commission, including its members and the Missouri Department of Transportation ("MoDOT" or "Department") employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the City's wrongful or negligent performance of its obligations under this Agreement.

(9) INSURANCE:

(A) The City is required or will require any contractor procured by the City to work under this Agreement:

1. To obtain a no cost permit from the Commission's district engineer prior to working on the Commission's right of way, which shall be signed by an authorized contractor representative (a permit from the Commission's district engineer will not be required for work outside of the Commission's right of way); and

2. To carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Commission, and the MoDOT and its employees, as additional insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public entities (\$600,000 per claimant and \$4,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to section 537.610 RSMo.

(B) In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either party's rights or defenses with regard to each party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

(10) CONSTRUCTION SPECIFICATIONS: Parties agree that all construction under the STBG for the City will be constructed in accordance with current MoDOT design criteria/specifications for urban construction unless separate standards for the surface transportation system have been established by the City and the Commission subject to the approval of the FHWA.

(11) FEDERAL-AID PROVISIONS: Because responsibility for the performance of all functions or work contemplated as part of this project is assumed by the City, and the City may elect to construct part of the improvement contemplated by this Agreement

with its own forces, a copy of Section II and Section III, as contained in the United States Department of Transportation (USDOT) Form Federal Highway Administration (FHWA) 1273 "Required Contract Provisions, Federal-Aid Construction Contracts," is attached and made a part of this Agreement as Exhibit C. Wherever the term "the contractor" or words of similar import appear in these sections, the term "the City" is to be substituted. The City agrees to abide by and carry out the condition and obligations of "the contractor" as stated in Section II, Equal Opportunity, and Section III, Nonsegregated Facilities, as set out in Form FHWA 1273.

(12) ACQUISITION OF RIGHT OF WAY: With respect to the acquisition of right of way necessary for the completion of the project, City shall acquire any additional necessary right of way required for the project and in doing so agrees that it will comply with all applicable federal laws, rules, and regulations, including 42 USC 4601-4655, the Uniform Relocation Assistance and Real Property Acquisition Act, as amended and any regulations promulgated in connection with the Act. [However, upon written request by the City and the written acceptance by the Commission, the Commission shall acquire right of way for the City. Upon approval of all agreements, plans and specifications by the Commission and the FHWA, the commission will file copies of said plans in the office of the county clerk: and proceed to acquire by negotiation and purchase or by condemnation any necessary right of way required for the construction of the improvement contemplated herein. All right of way acquired by negotiation and purchase will be acquired in the name of City, and the City will pay to grantors thereof the agreed upon purchase prices. All right of way acquired through condemnation proceedings will be acquired in the name of the State of Missouri and subsequently released to the City. The City shall pay into court all awards and final judgments in favor of any such condemnees. The City shall also reimburse the Commission for any expense incurred by the Commission in acquiring said right of way, including but not limited to the costs of surveying, appraisal, negotiation, condemnation, and relocation assistance benefits. Unless otherwise agreed to in writing the Commission shall have the final decision regarding the settlement amount in condemnation.]

(13) REIMBURSEMENT: The cost of the contemplated improvements will be borne by the United States Government and by the City as follows:

(A) Any federal funds for project activities shall only be available for reimbursement of eligible costs which have been incurred by City. Any costs incurred by City prior to authorization from FHWA and notification to proceed from the Commission are **not** reimbursable costs. All federally funded projects are required to have a project end date. Any costs incurred after the project end date are not eligible for reimbursement. The federal share for this project will be **80 percent** not to exceed **\$348,871**. The calculated federal share for seeking federal reimbursement of participating costs for the herein improvements will be determined by dividing the total federal funds applied to the project by the total participating costs. Any costs for the herein improvements which exceed any federal reimbursement or are not eligible for federal reimbursement shall be the sole responsibility of City. The Commission shall not be responsible for any costs associated with the herein improvement unless specifically identified in this Agreement or

subsequent written amendments.

(B) The total reimbursement otherwise payable to the City under this Agreement is subject to reduction, offset, levy, judgment, collection or withholding, if there is a reduction in the available federal funding, or to satisfy other obligations of the City to the Commission, the State of Missouri, the United States, or another entity acting pursuant to a lawful court order, which City obligations or liability are created by law, judicial action, or by pledge, contract or other enforceable instrument. Any costs incurred by the City prior to authorization from FHWA and notification to proceed from the Commission are not reimbursable costs.

(14) PERMITS: The City shall secure any necessary approvals or permits from the Federal Government and the State of Missouri as required to permit the construction and maintenance of the contemplated improvements.

(15) TRAFFIC CONTROL: The plans shall provide for handling traffic with signs, signal and marking in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

(16) WORK ON STATE RIGHT OF WAY: If any contemplated improvements for Project STBG-5901(841) will involve work on the state's right of way, the City will provide reproducible final plans to the Commission relating to such work.

(17) DISADVANTAGED BUSINESS ENTERPRISES (DBEs): At time of processing the required project agreements with the FHWA, the Commission will advise the City of any required goals for participation by DBEs to be included in the City's proposal for the work to be performed. The City shall submit for Commission approval a DBE goal or plan. The City shall comply with the plan or goal that is approved by the Commission and all requirements of Title 49 Code of Federal Regulations (CFR) Part 26, as amended.

(18) NOTICE TO BIDDERS: The City shall notify the prospective bidders that DBEs shall be afforded full and affirmative opportunity to submit bids in response to the invitation and will not be discriminated against on grounds of race, color, sex, or national origin in consideration for an award.

(19) PROGRESS PAYMENTS: The City may request progress payments be made for the herein improvements as work progresses but not more than once every two (2) weeks. Progress payments must be submitted monthly. All progress payment requests must be submitted for reimbursement within ninety (90) days of the project completion date for the final phase of work. The City shall repay any progress payments which involve ineligible costs.

(20) PROMPT PAYMENTS: Progress invoices submitted to MoDOT for reimbursement more than thirty (30) calendar days after the date of the vendor invoice shall also include documentation that the vendor was paid in full for the work identified in

the progress invoice. Examples of proof of payment may include a letter or e-mail from the vendor, lien waiver or copies of cancelled checks. Reimbursement will not be made on these submittals until proof of payment is provided. Progress invoices submitted to MoDOT for reimbursement within thirty (30) calendar days of the date on the vendor invoice will be processed for reimbursement without proof of payment to the vendor. If the City has not paid the vendor prior to receiving reimbursement, the City must pay the vendor within two (2) business days of receipt of funds from MoDOT.

(21) OUTDOOR ADVERTISING: The City further agrees that the right of way provided for any STBG improvement will be held and maintained inviolate for public highway or street purposes, and will enact and enforce any ordinances or regulations necessary to prohibit the presence of billboards or other advertising signs or devices and the vending or sale of merchandise on such right of way, and will remove or cause to be removed from such right of way any sign, private installation of any nature, or any privately owned object or thing which may interfere with the free flow of traffic or impair the full use and safety of the highway or street.

(22) FINAL AUDIT: The Commission will perform a final audit of project costs. The United States Government shall reimburse the City, through the Commission, any monies due. The City shall refund any overpayments as determined by the final audit.

(23) AUDIT REQUIREMENTS: If the City expend(s) one million dollars (\$1,000,000) or more in a year in federal financial assistance it is required to have an independent annual audit conducted in accordance with 2 CFR Part 200. A copy of the audit report shall be submitted to MoDOT within the earlier of thirty (30) days after receipt of the auditor's report(s), or nine (9) months after the end of the audit period. Subject to the requirements of 2 CFR Part 200, if the City expend(s) less than one million dollars (\$1,000,000) a year, the City may be exempt from auditing requirements for that year but records must be available for review or audit by applicable state and federal authorities.

(24) FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) OF 2006: The City shall comply with all reporting requirements of the FFATA of 2006, as amended. This Agreement is subject to the award terms within 2 CFR Part 170.

(25) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(26) APPLICABLE LAWS AND REGULATIONS: This Agreement shall be construed according to the laws of the State of Missouri. Each party shall comply with all applicable federal, state, and local laws, regulations, and ordinances. Additionally, each party shall adhere to all accepted industry standards, processes, and procedures relevant to the performance of their obligations under this Agreement. A violation of this paragraph constitutes a material breach of the Agreement.

(27) AMENDMENTS: Any change in this Agreement, whether by modification or

supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representatives of the City and the Commission.

(28) COMMISSION REPRESENTATIVE: The Commission's Southwest District Engineer is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(29) NOTICES: Any notice or other communication required or permitted to be given hereunder shall be in writing and shall be deemed given three (3) days after delivery by United States mail, regular mail postage prepaid, or upon receipt by personal or facsimile delivery, addressed as follows:

- (A) To the City:
Chad Zickefoose
840 Boonville Ave
Springfield, MO 65802
chad.zickefoose@springfieldmo.gov
- (B) To the Commission:
Stacy Reese, Southwest District Engineer
3025 E Kearney
Springfield, MO 65803
stacy.reese@modot.mo.gov

or to such other place as the parties may designate in accordance with this Agreement. To be valid, facsimile delivery shall be followed by delivery of the original document, or a clear and legible copy thereof, within three (3) business days of the date of facsimile transmission of that document.

(30) NONDISCRIMINATION ASSURANCE: With regard to work under this Agreement, the City agrees as follows:

(A) Civil Rights Statutes: The City shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 USC §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 USC §12101, et seq.). In addition, if the City is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

(B) Administrative Rules: The City shall comply with the administrative rules of the USDOT relative to nondiscrimination in federally assisted programs of the USDOT (49 CFR Part 21) which are herein incorporated by reference and made part of this Agreement.

(C) Nondiscrimination: The City shall not discriminate on grounds of the race, color, religion, sex, disability, national origin, age, or ancestry of any individual in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The City shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR §21.5, including employment practices.

(D) Solicitations for Subcontracts, Including Procurements of Material and Equipment: These assurances concerning nondiscrimination also apply to subcontractors and suppliers of the City. These apply to all solicitations either by competitive bidding or negotiation made by the City for work to be performed under a subcontract including procurement of materials or equipment. Each potential subcontractor or supplier shall be notified by the City of the requirements of this Agreement relative to nondiscrimination on grounds of the race, color, religion, sex, disability or national origin, age, or ancestry of any individual.

(E) Information and Reports: The City shall provide all information and reports required by this Agreement, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Commission or the USDOT to be necessary to ascertain compliance with other contracts, orders and instructions. Where any information required of the City is in the exclusive possession of another who fails or refuses to furnish this information, the City shall so certify to the Commission or the USDOT as appropriate and shall set forth what efforts it has made to obtain the information.

(F) Sanctions for Noncompliance: In the event the City fails to comply with the nondiscrimination provisions of this Agreement, the Commission shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including but not limited to:

1. Withholding of payments under this Agreement until the City complies; and/or
2. Cancellation, termination, or suspension of this Agreement, in whole or in part, or both.

(G) Incorporation of Provisions: The City shall include the provisions of paragraph (31) of this Agreement in every subcontract, including procurements of materials and leases of equipment, unless exempted by the statutes, executive order, administrative rules or instructions issued by the Commission or the USDOT. The City will take such action with respect to any subcontract or procurement as the Commission or the USDOT may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided that in the event the City becomes involved or is threatened with litigation with a subcontractor or supplier as a result of such direction, the City may request the United States to enter into such litigation to protect the interests of the United States.

(31) ACCESS TO RECORDS: The City and its contractors must maintain all records relating to this Agreement, including but not limited to invoices, payrolls, etc. These records must be available at no charge to the FHWA and the Commission and/or their designees or representatives during the period of this Agreement and any extension, and for a period of three (3) years after the date on which the City receives reimbursement of their final invoice from the Commission.

(32) CONFLICT OF INTEREST: The City shall comply with conflict of interest policies identified in 23 CFR 1.33. A conflict of interest occurs when an entity has a financial or personal interest in a federally funded project.

(33) MANDATORY DISCLOSURES: The City shall comply with 2 CFR 200.113 and disclose, in a timely manner, in writing all violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal award.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the City this _____ .

Executed by the Commission this _____ .

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY OF SPRINGFIELD

By _____

Title: _____

Title _____

ATTEST:

ATTEST:

Secretary to the Commission

By _____

Title _____

Approved as to Form:

By _____

Title _____

Commission Counsel

By _____

Title _____

By _____

Title _____

Approved as to Form:

By _____

Title: _____

Ordinance: _____

Exhibit A - Location of Project

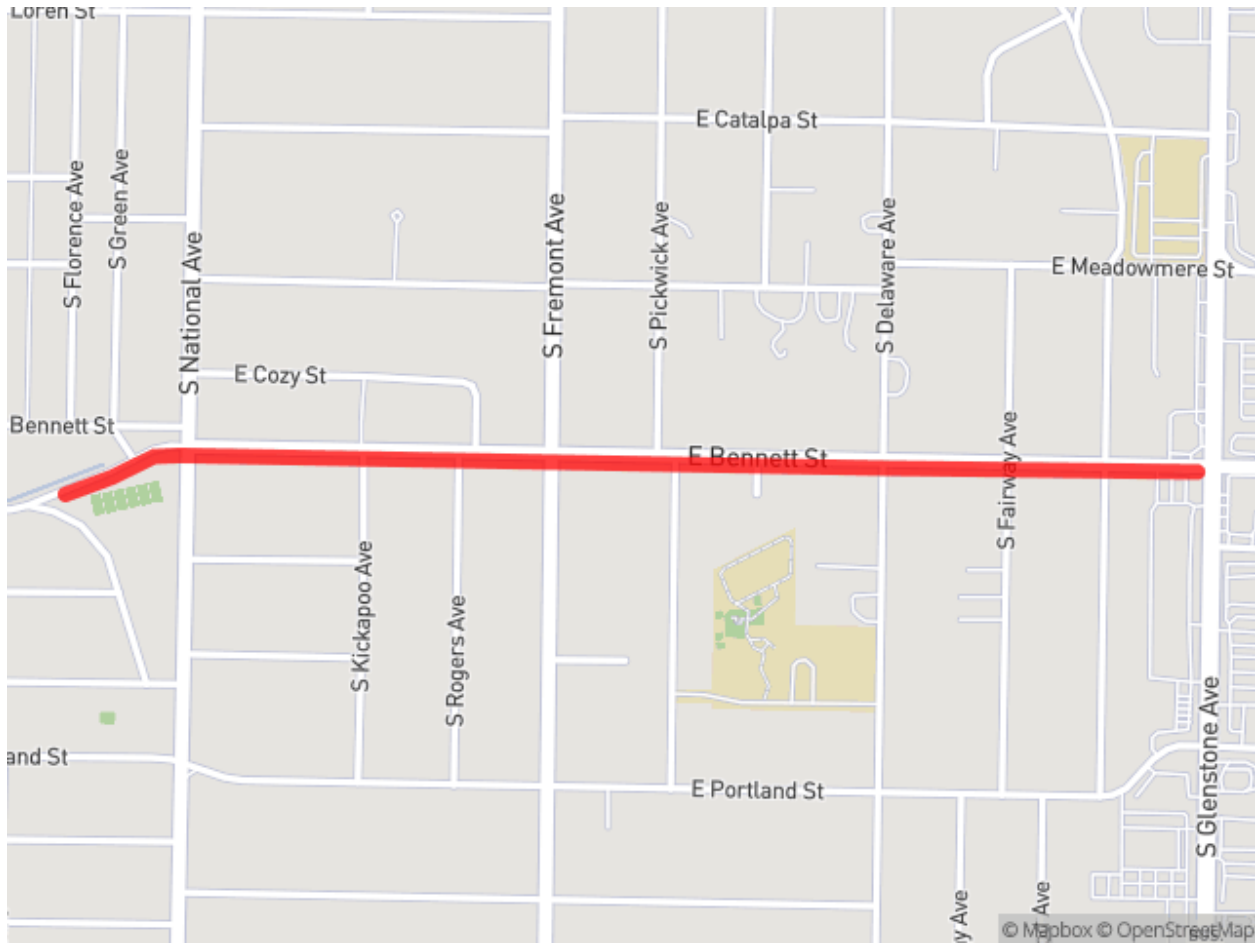


Exhibit B – Project Schedule

Project Description: STBG-5901(841) provides engineering to extend the Fassnight Creek Greenway Trail consisting of approximately 4,600 feet of multi-use side path along East Bennett Street from the Phelps Grove Park/Springfield Art Museum area west of South National Avenue to South Glenstone Avenue.

Task	Date
Date funding is made available or allocated to recipient	06/01/2025
Solicitation for Professional Engineering Services	07/31/2025
Engineering Services Contract Approved	08/29/2025
Preliminary and Right-of-Way Plans Submittal	04/30/2026
Plans, Specifications & Estimate (PS&E) Submittal	10/30/2026
Plans, Specifications & Estimate (PS&E) Approval	12/30/2026
Construction Contract Award or Planning Study completed	03/30/2027
Construction Completion	08/30/2027

*Note: the dates established in the schedule above will be used in the applicable ESC between the sponsor agency and consultant firm.

**Schedule dates are approximate as the project schedule will be actively managed and issues mitigated through the project delivery process. The Award Date or Planning Study Date deliverable is not approximate and requires request to adjust.

Exhibit C - Required Contract Provisions

Note: FHWA Form 1273 will be inserted prior to execution

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit 2

Budget Adjustment
0003

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
46040	20	73020	416010	000000	00000	\$348,871	Federal Surface Transportation Block Grant (STBG) Revenues through the Missouri Highways & Transportation Commission
Net Revenue Adjustment						\$348,871	

Expenditures:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
46040	20	73020	508530	000000	00000	\$348,871	Design of the Fassnight Creek Trail Extension Along Bennett Street - West of National Avenue to Glenstone Avenue
Net Expenditure Adjustment						\$348,871	

Fund Balance Appropriation:

Fund	Title	Amount

Explanation: To amend the FY2025-26 Budget by appropriating \$348,871 of federal Surface Transportation Block Grant (STBG) funds for the partial funding of design of the Fassnight Creek Trail Extension Along Bennett from West of National to Glenstone. The City's 20% local match (\$87,218) will be funded by the 1/8 Cent Transportation Sales Tax funds that are already budgeted.

Requested By:

Approved By:

Authorization:

Department Head Date

Director of Finance Date

City Manager Date

Council Bill No. _____
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____



EXPLANATION TO COUNCIL BILL 2025-154 (LEE)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a Surface Transportation Block Grant Program Agreement with the Missouri Highways and Transportation Commission for the purpose of funding engineering work for improvements at various intersections; amending the Fiscal Year 2025-2026 budget for the Department of Public Works in the amount of \$400,000 to appropriate federal Surface Transportation Block Grant Program funds; and declaring that this Ordinance qualifies for approval in one reading pursuant to City Charter Section 2.16(25).

PURPOSE: Authorizing the City Manager, or his designee, to enter into a Surface Transportation Block Grant ("STBG") Program Agreement with the Missouri Highways and Transportation Commission ("MHTC") for engineering costs associated with improvements at various intersections; amending the FY2025-2026 budget for the Department of Public Works in the amount of \$400,000 to appropriate federal STBG funds for this project; amending the Capital Improvements Program to add the funded project; and declaring that this bill qualifies for approval in one reading.

BACKGROUND INFORMATION: This STBG Program Agreement ("Exhibit 1") covers the estimated \$500,000 total cost for engineering expenses for geometric, signal, ADA, and other improvements at various intersections. Federal STBG funds will reimburse 80 percent of engineering costs incurred up to a maximum of \$400,000, and the City will contribute 20 percent (\$100,000). The City will be responsible for any costs exceeding \$500,000. The City's contribution will be funded from 1/8-cent Transportation Sales Tax funds that are already budgeted.

As this bill authorizes a contract with the state for the purpose of receiving federal grant money, we request that it be passed as a one-reading bill under City Charter Section 2.16(25).

Supports the following City Council Priorities:

- Quality of Place
- Public Safety
- Economic Vitality
- Fiscal Sustainability and Accountability



REMARKS: Public Works recommends approval of this Council bill and budget adjustment.

Submitted By: Brett Foster, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:
Maurice S. Jones, Deputy City Manager 7/1/2025

Attachments:

1. STBG Various Intersections_ord
2. MHTC STBG ENG Various Intersection Agree_Exh1
3. MHTC STBG ENG Various Intersection BA_Exh2

One-rdg. X
P. Hrngs.
Pgs. 18
Filed: 07-08-25

Sponsored by: Lee

First Reading:

Second Reading:

COUNCIL BILL 2025-154

SPECIAL ORDINANCE

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a Surface Transportation
2 Block Grant Program Agreement with the Missouri Highways and
3 Transportation Commission for the purpose of funding engineering
4 work for improvements at various intersections; amending the Fiscal
5 Year 2025-2026 budget for the Department of Public Works in the
6 amount of \$400,000 to appropriate federal Surface Transportation
7 Block Grant Program funds; and declaring that this Ordinance
8 qualifies for approval in one reading pursuant to City Charter Section
9 2.16(25).

10
11
12 WHEREAS, federal Surface Transportation Block Grant ("STBG") funds are
13 available to fund engineering work necessary for geometric, signal, ADA, and other
14 improvements at various intersections around Springfield, as depicted in "Exhibit 1,"
15 attached hereto and incorporated herein by reference; and

16
17 WHEREAS, federal STBG Program Agreement funds will reimburse 80 percent
18 of engineering costs incurred, not to exceed \$400,000; and

19
20 WHEREAS, the remaining 20 percent will be funded from 1/8-cent Transportation
21 Sales Tax funds that are already budgeted.

22
23 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
24 SPRINGFIELD, MISSOURI, as follows, that:

25
26 Section 1 – The City Manager, or designee, is hereby authorized to enter into a
27 Surface Transportation Block Grant Program Agreement with the Missouri Highways
28 and Transportation Commission for the purpose of funding engineering work for
29 improvements at various intersections in the amount of \$400,000, said Agreement to be
30 in substantially the same form as that document attached hereto and incorporated
31 herein by this reference as "Exhibit 1," and to do all things necessary to carry out the
32 intent of the agreement.
33

34 Section 2 – The budget of the City of Springfield for Fiscal Year 2025-2026 is
35 hereby amended in the accounts and in the amounts as shown on Budget Adjustment
36 No. 0002, a copy of which is attached hereto and incorporated herein by reference as
37 “Exhibit 2.”

38
39 Section 3 – City Council hereby finds that the budget adjustment made above
40 has been recommended by the City Manager.

41
42 Section 4 – The City Manager, or designee, is directed to cause the appropriate
43 accounting entries to be made in the books and records of the City.

44
45 Section 5 – City Council hereby finds and declares that this Ordinance may be
46 passed as a one-reading ordinance under City Charter Section 2.16 (25) as it relates to
47 a contract for the acceptance of grant funds from a state or federal agency. This
48 Ordinance shall be in full force and effect from and after passage.

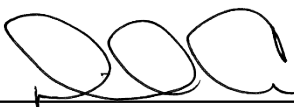
49
50 Passed at meeting: _____

51
52 _____
53 Mayor

54
55 Attest: _____, City Clerk

56
57 Filed as Ordinance: _____

58
59 Approved as to form:  _____, Assistant City Attorney

60
61 Approved for Council action:  _____, City Manager
62
63

CCO Form: FS11
Approved: 07/96 (KMH)
Revised: 02/25 (MWH)
Modified:

CFDA Number: CFDA #20.205
CFDA Title: Highway Planning and Construction
Award name/number: STBG-5901(842)
Award Year: FFY2026
Federal Agency: Federal Highway Administration, Department of Transportation

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM AGREEMENT**

THIS STBG AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Springfield, Greene County, Missouri (hereinafter, "City").

WITNESSETH:

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) Title 23 United States Code (USC) §133, authorizes a STBG Program to fund transportation related projects; and

WHEREAS, the City desires to construct certain improvements, more specifically described below, using such STBG funding; and

WHEREAS, those improvements are to be designed and constructed in compliance with the provisions of this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations in this Agreement, the parties agree as follows:

(1) PURPOSE: The purpose of this Agreement is to grant the use of STBG funds to the City. The improvement contemplated by this Agreement and designated as Project STBG-5901(842) involves: Engineering for various intersection improvements in Springfield. The City shall be responsible for all aspects of the construction of the improvement.

(2) LOCATION: The contemplated improvement designated as Project STBG-5901(842) by the Commission is within the city limits of Springfield, Missouri. The general location of the improvement is shown on an attachment hereto marked "Exhibit A" and incorporated herein by reference. More specific descriptions are as follows: Various intersections in Springfield.

(3) REASONABLE PROGRESS POLICY: The project as described in this agreement is subject to the reasonable progress policy set forth in the Local Public Agency (LPA) Manual [and the final deadline specified in Exhibit B attached hereto and incorporated herein by reference. In the event, the LPA Manual and the final deadline within Exhibit B conflict, the final deadline within Exhibit B controls]. If the project is within a Transportation Management Area that has a reasonable progress policy in place, the project is subject to that policy. If the project is withdrawn for not meeting reasonable progress, the City agrees to repay the Commission for any progress payments made to the City for the project and agrees that the Commission may deduct progress payments made to the City from future payments to the City.

(4) LIMITS OF SYSTEM: The limits of the surface transportation system for the City shall correspond to its geographical area as encompassed by the urban boundaries of the City as fixed cooperatively by the parties subject to approval by the Federal Highway Administration (FHWA).

(5) ROUTES TO BE INCLUDED: The City shall select the high traffic volume arterial and collector routes to be included in the surface transportation system, to be concurred with by the Commission, subject to approval by the FHWA. It is understood by the parties that surface transportation system projects will be limited to the said surface transportation system, but that streets and arterial routes may be added to the surface transportation system, including transfers from other federal aid systems.

(6) INVENTORY AND INSPECTION: The City shall:

(A) Furnish annually, upon request from the Commission or FHWA, information concerning conditions on streets included in the STBG system under local jurisdiction indicating miles of system by pavement width, surface type, number of lanes, and traffic volume category.

(B) Inspect and provide inventories of all bridges on that portion of the federal-aid highway systems under the jurisdiction of the City in accordance with the Federal Special Bridge Program, as set forth in 23 USC §144, and applicable amendments or regulations promulgated thereunder.

(7) CITY/COUNTY/GRANTEE TO MAINTAIN: Upon completion of construction of this improvement, the City shall accept control and maintenance of the improved street and shall thereafter keep, control, and maintain the same as, and for all purposes, a part of the City street system at its own cost and expense and at no cost and expense whatsoever to the Commission. Any traffic signals installed on highways maintained by the Commission will be turned over to the Commission upon completion of the project for maintenance. All obligations of the Commission under this Agreement shall cease upon completion of the improvement.

(8) INDEMNIFICATION: To the extent allowed or imposed by law, the City shall defend, indemnify, and hold harmless the Commission, including its members and the

Missouri Department of Transportation ("MoDOT" or "Department") employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the City's wrongful or negligent performance of its obligations under this Agreement.

(9) INSURANCE:

(A) The City is required or will require any contractor procured by the City to work under this Agreement:

1. To obtain a no cost permit from the Commission's district engineer prior to working on the Commission's right of way, which shall be signed by an authorized contractor representative (a permit from the Commission's district engineer will not be required for work outside of the Commission's right of way); and

2. To carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Commission, and the MoDOT and its employees, as additional insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public entities (\$600,000 per claimant and \$4,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to section 537.610 RSMo.

(B) In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either party's rights or defenses with regard to each party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

(10) CONSTRUCTION SPECIFICATIONS: Parties agree that all construction under the STBG for the City will be constructed in accordance with current MoDOT design criteria/specifications for urban construction unless separate standards for the surface transportation system have been established by the City and the Commission subject to the approval of the FHWA.

(11) FEDERAL-AID PROVISIONS: Because responsibility for the performance of all functions or work contemplated as part of this project is assumed by the City, and the City may elect to construct part of the improvement contemplated by this Agreement with its own forces, a copy of Section II and Section III, as contained in the United States Department of Transportation (USDOT) Form Federal Highway Administration (FHWA) 1273 "Required Contract Provisions, Federal-Aid Construction Contracts," is attached and made a part of this Agreement as Exhibit C. Wherever the term "the contractor" or words of similar import appear in these sections, the term "the City" is to be substituted. The City agrees to abide by and carry out the condition and obligations of "the contractor" as stated in Section II, Equal Opportunity, and Section III, Nonsegregated Facilities, as set out in Form FHWA 1273.

(12) ACQUISITION OF RIGHT OF WAY: With respect to the acquisition of right of way necessary for the completion of the project, City shall acquire any additional necessary right of way required for the project and in doing so agrees that it will comply with all applicable federal laws, rules, and regulations, including 42 USC 4601-4655, the Uniform Relocation Assistance and Real Property Acquisition Act, as amended and any regulations promulgated in connection with the Act. [However, upon written request by the City and the written acceptance by the Commission, the Commission shall acquire right of way for the City. Upon approval of all agreements, plans and specifications by the Commission and the FHWA, the commission will file copies of said plans in the office of the county clerk: and proceed to acquire by negotiation and purchase or by condemnation any necessary right of way required for the construction of the improvement contemplated herein. All right of way acquired by negotiation and purchase will be acquired in the name of City, and the City will pay to grantors thereof the agreed upon purchase prices. All right of way acquired through condemnation proceedings will be acquired in the name of the State of Missouri and subsequently released to the City. The City shall pay into court all awards and final judgments in favor of any such condemnees. The City shall also reimburse the Commission for any expense incurred by the Commission in acquiring said right of way, including but not limited to the costs of surveying, appraisal, negotiation, condemnation, and relocation assistance benefits. Unless otherwise agreed to in writing the Commission shall have the final decision regarding the settlement amount in condemnation.]

(13) REIMBURSEMENT: The cost of the contemplated improvements will be borne by the United States Government and by the City as follows:

(A) Any federal funds for project activities shall only be available for reimbursement of eligible costs which have been incurred by City. Any costs incurred by City prior to authorization from FHWA and notification to proceed from the Commission are **not** reimbursable costs. All federally funded projects are required to have a project end date. Any costs incurred after the project end date are not eligible for reimbursement. The federal share for this project will be **80** percent not to exceed **\$400,000**. The calculated federal share for seeking federal reimbursement of participating costs for the herein improvements will be determined by dividing the total federal funds applied to the project by the total participating costs. Any costs for the herein improvements which exceed any federal reimbursement or are not eligible for federal reimbursement shall be the sole responsibility of City. The Commission shall not be responsible for any costs associated with the herein improvement unless specifically identified in this Agreement or subsequent written amendments.

(B) The total reimbursement otherwise payable to the City under this Agreement is subject to reduction, offset, levy, judgment, collection or withholding, if there is a reduction in the available federal funding, or to satisfy other obligations of the City to the Commission, the State of Missouri, the United States, or another entity acting pursuant to a lawful court order, which City obligations or liability are created by law, judicial action, or by pledge, contract or other enforceable instrument. Any costs incurred by the City prior to authorization from FHWA and notification to proceed from the

Commission are not reimbursable costs.

(14) PERMITS: The City shall secure any necessary approvals or permits from the Federal Government and the State of Missouri as required to permit the construction and maintenance of the contemplated improvements.

(15) TRAFFIC CONTROL: The plans shall provide for handling traffic with signs, signal and marking in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

(16) WORK ON STATE RIGHT OF WAY: If any contemplated improvements for Project STBG-5901(842) will involve work on the state's right of way, the City will provide reproducible final plans to the Commission relating to such work.

(17) DISADVANTAGED BUSINESS ENTERPRISES (DBEs): At time of processing the required project agreements with the FHWA, the Commission will advise the City of any required goals for participation by DBEs to be included in the (City's/County's/Grantee's) proposal for the work to be performed. The City shall submit for Commission approval a DBE goal or plan. The City shall comply with the plan or goal that is approved by the Commission and all requirements of Title 49 Code of Federal Regulations (CFR) Part 26, as amended.

(18) NOTICE TO BIDDERS: The City shall notify the prospective bidders that DBEs shall be afforded full and affirmative opportunity to submit bids in response to the invitation and will not be discriminated against on grounds of race, color, sex, or national origin in consideration for an award.

(19) PROGRESS PAYMENTS: The City may request progress payments be made for the herein improvements as work progresses but not more than once every two (2) weeks. Progress payments must be submitted monthly. All progress payment requests must be submitted for reimbursement within ninety (90) days of the project completion date for the final phase of work. The City shall repay any progress payments which involve ineligible costs.

(20) PROMPT PAYMENTS: Progress invoices submitted to MoDOT for reimbursement more than thirty (30) calendar days after the date of the vendor invoice shall also include documentation that the vendor was paid in full for the work identified in the progress invoice. Examples of proof of payment may include a letter or e-mail from the vendor, lien waiver or copies of cancelled checks. Reimbursement will not be made on these submittals until proof of payment is provided. Progress invoices submitted to MoDOT for reimbursement within thirty (30) calendar days of the date on the vendor invoice will be processed for reimbursement without proof of payment to the vendor. If the City has not paid the vendor prior to receiving reimbursement, the City must pay the vendor within two (2) business days of receipt of funds from MoDOT.

(21) OUTDOOR ADVERTISING: The City further agrees that the right of way

provided for any STBG improvement will be held and maintained inviolate for public highway or street purposes, and will enact and enforce any ordinances or regulations necessary to prohibit the presence of billboards or other advertising signs or devices and the vending or sale of merchandise on such right of way, and will remove or cause to be removed from such right of way any sign, private installation of any nature, or any privately owned object or thing which may interfere with the free flow of traffic or impair the full use and safety of the highway or street.

(22) FINAL AUDIT: The Commission will perform a final audit of project costs. The United States Government shall reimburse the City, through the Commission, any monies due. The City shall refund any overpayments as determined by the final audit.

(23) AUDIT REQUIREMENTS: If the City expend(s) one million dollars (\$1,000,000) or more in a year in federal financial assistance it is required to have an independent annual audit conducted in accordance with 2 CFR Part 200. A copy of the audit report shall be submitted to MoDOT within the earlier of thirty (30) days after receipt of the auditor's report(s), or nine (9) months after the end of the audit period. Subject to the requirements of 2 CFR Part 200, if the City expend(s) less than one million dollars (\$1,000,000) a year, the City may be exempt from auditing requirements for that year but records must be available for review or audit by applicable state and federal authorities.

(24) FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) OF 2006: The City shall comply with all reporting requirements of the FFATA of 2006, as amended. This Agreement is subject to the award terms within 2 CFR Part 170.

(25) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(26) APPLICABLE LAWS AND REGULATIONS: This Agreement shall be construed according to the laws of the State of Missouri. Each party shall comply with all applicable federal, state, and local laws, regulations, and ordinances. Additionally, each party shall adhere to all accepted industry standards, processes, and procedures relevant to the performance of their obligations under this Agreement. A violation of this paragraph constitutes a material breach of the Agreement.

(27) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representatives of the City and the Commission.

(28) COMMISSION REPRESENTATIVE: The Commission's Southwest District Engineer is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(29) NOTICES: Any notice or other communication required or permitted to be given hereunder shall be in writing and shall be deemed given three (3) days after delivery by United States mail, regular mail postage prepaid, or upon receipt by personal or facsimile delivery, addressed as follows:

- (A) To the City:
Chad Zickefoose
840 Boonville Ave
Springfield, MO 65802
chad.zickefoose@springfieldmo.gov
- (B) To the Commission:
Stacy Reese, Southwest District Engineer
3025 E Kearney
Springfield, MO 65803
stacy.reese@modot.mo.gov

or to such other place as the parties may designate in accordance with this Agreement. To be valid, facsimile delivery shall be followed by delivery of the original document, or a clear and legible copy thereof, within three (3) business days of the date of facsimile transmission of that document.

(30) NONDISCRIMINATION ASSURANCE: With regard to work under this Agreement, the City agrees as follows:

(A) Civil Rights Statutes: The City shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 USC §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 USC §12101, et seq.). In addition, if the City is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

(B) Administrative Rules: The City shall comply with the administrative rules of the USDOT relative to nondiscrimination in federally assisted programs of the USDOT (49 CFR Part 21) which are herein incorporated by reference and made part of this Agreement.

(C) Nondiscrimination: The City shall not discriminate on grounds of the race, color, religion, sex, disability, national origin, age, or ancestry of any individual in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The City shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR §21.5, including employment practices.

(D) Solicitations for Subcontracts, Including Procurements of Material and Equipment: These assurances concerning nondiscrimination also apply to

subcontractors and suppliers of the City. These apply to all solicitations either by competitive bidding or negotiation made by the City for work to be performed under a subcontract including procurement of materials or equipment. Each potential subcontractor or supplier shall be notified by the City of the requirements of this Agreement relative to nondiscrimination on grounds of the race, color, religion, sex, disability or national origin, age, or ancestry of any individual.

(E) Information and Reports: The City shall provide all information and reports required by this Agreement, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Commission or the USDOT to be necessary to ascertain compliance with other contracts, orders and instructions. Where any information required of the City is in the exclusive possession of another who fails or refuses to furnish this information, the City shall so certify to the Commission or the USDOT as appropriate and shall set forth what efforts it has made to obtain the information.

(F) Sanctions for Noncompliance: In the event the City fails to comply with the nondiscrimination provisions of this Agreement, the Commission shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including but not limited to:

1. Withholding of payments under this Agreement until the City complies; and/or
2. Cancellation, termination, or suspension of this Agreement, in whole or in part, or both.

(G) Incorporation of Provisions: The City shall include the provisions of paragraph (30) of this Agreement in every subcontract, including procurements of materials and leases of equipment, unless exempted by the statutes, executive order, administrative rules or instructions issued by the Commission or the USDOT. The City will take such action with respect to any subcontract or procurement as the Commission or the USDOT may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided that in the event the City becomes involved or is threatened with litigation with a subcontractor or supplier as a result of such direction, the City may request the United States to enter into such litigation to protect the interests of the United States.

(31) ACCESS TO RECORDS: The City and its contractors must maintain all records relating to this Agreement, including but not limited to invoices, payrolls, etc. These records must be available at no charge to the FHWA and the Commission and/or their designees or representatives during the period of this Agreement and any extension, and for a period of three (3) years after the date on which the City receives reimbursement of their final invoice from the Commission.

(32) CONFLICT OF INTEREST: The City shall comply with conflict of interest policies identified in 23 CFR 1.33. A conflict of interest occurs when an entity has a financial or personal interest in a federally funded project.

(33) MANDATORY DISCLOSURES: The City shall comply with 2 CFR 200.113 and disclose, in a timely manner, in writing all violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal award.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the City this _____.

Executed by the Commission this _____.

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY OF SPRINGFIELD

By _____

Title: _____

Title _____

ATTEST:

ATTEST:

Secretary to the Commission

By _____

Title _____

Approved as to Form:

By _____

Title _____

Commission Counsel

By _____

Title _____

By _____

Title _____

Approved as to Form:

By _____

Title: _____

Ordinance: _____

Exhibit A - Location of Project

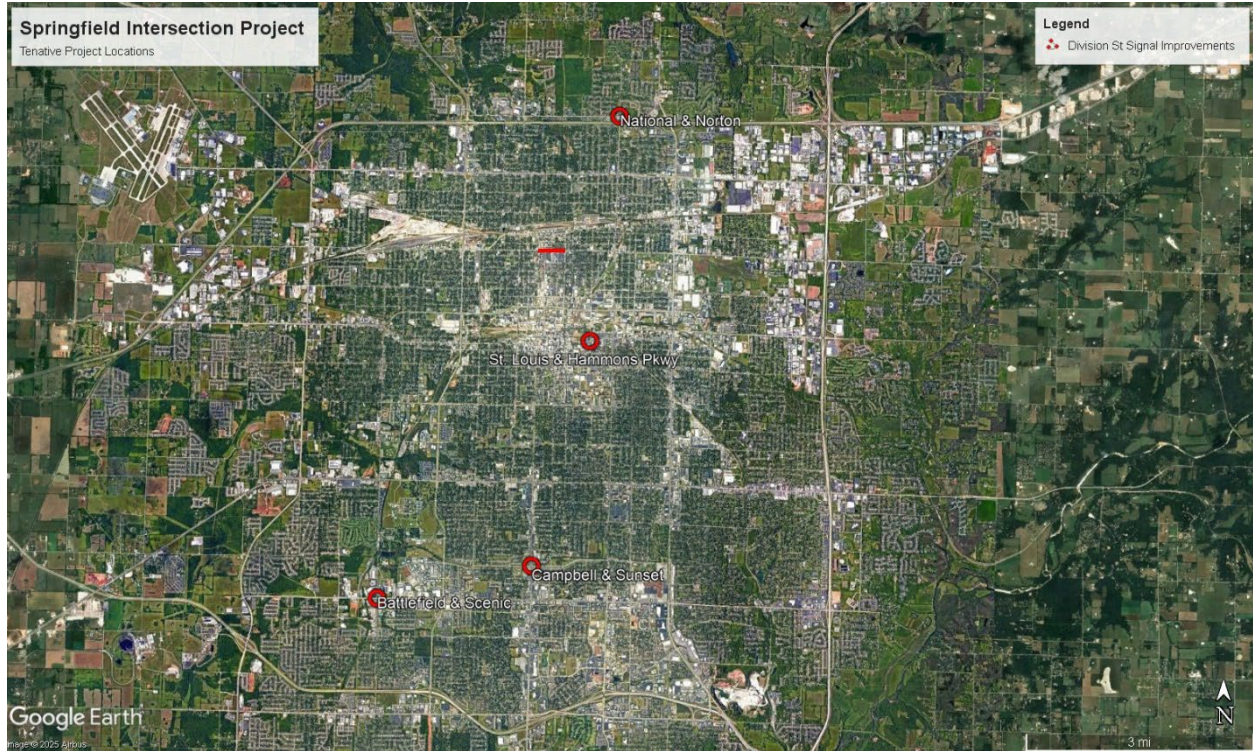


Exhibit B – Project Schedule

Project Description: STBG-5901(842) provides engineering for various intersections in Springfield.

Task	Date
Date funding is made available or allocated to recipient	06/01/2025
Solicitation for Professional Engineering Services	07/31/2025
Engineering Services Contract Approved	08/29/2025
Preliminary and Right-of-Way Plans Submittal	04/30/2026
Plans, Specifications & Estimate (PS&E) Submittal	10/30/2026
Plans, Specifications & Estimate (PS&E) Approval	12/30/2026
Construction Contract Award or Planning Study completed	03/30/2027
Construction Completion	08/30/2027

*Note: the dates established in the schedule above will be used in the applicable ESC between the sponsor agency and consultant firm.

**Schedule dates are approximate as the project schedule will be actively managed and issues mitigated through the project delivery process. The Award Date or Planning Study Date deliverable is not approximate and requires request to adjust.

Exhibit C - Required Contract Provisions

*Note FHWA Form 1273 *Federal-Aid Construction Contracts* inserted prior to execution

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit 2

Budget Adjustment
0002

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
46040	20	73020	416010	000000	00000	\$400,000	Federal Surface Transportation Block Grant (STBG) Revenues through the Missouri Highways & Transportation Commission
Net Revenue Adjustment						\$400,000	

Expenditures:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
46040	20	73020	508530	000000	00000	\$400,000	Design of Various Intersection Improvements
Net Expenditure Adjustment						\$400,000	

Fund Balance Appropriation:

Fund	Title	Amount

Explanation: To amend the FY2025-26 Budget by appropriating \$400,000 of federal Surface Transportation Block Grant (STBG) funds for the partial funding of the design of Various Intersection Improvements. The City's 20% local match (\$100,000) will be funded by the 1/8 Cent Transportation Sales Tax funds that are already budgeted.

Requested By:

Approved By:

Authorization:

Department Head Date

Director of Finance Date

City Manager Date

Council Bill No. _____
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____



EXPLANATION TO COUNCIL BILL 2025-155 (HARDINGER)

FILED: 05/08/2025

ORIGINATING DEPARTMENT: Public Information and Civic Engagement

TITLE: A general ordinance amending Springfield City Code, Chapter 10 'Alcoholic Beverages,' Article I 'In General,' Section 10-66 'Exception for Downtown and Commercial Street events,' for the purpose of removing the limitation on the number of permitted events.

PURPOSE: A general ordinance amending Springfield City Code, Chapter 10 'Alcoholic Beverages,' Article I 'In General,' Section 10-66 'Exception for Downtown and Commercial Street events,' for the purpose of removing the limitation on the number of permitted events.

BACKGROUND INFORMATION: Over the previous decade, 10-66 has allowed alcohol at special events on public property in a limited number. City Council has increased the number over the years, taking a measured approach which has proven safe and successful. The new ordinance would not cap the number of alcohol events. It allows for alcohol at designated control-zone areas downtown, on Commercial Street, and during specific festivals like Artsfest and Cider Days. These zones are outlined in easy-to-understand maps available at <https://www.springfieldmo.gov/6081/Alcohol-Event-Zone-Maps> and on file with the City Clerk's Office.

With city manager's approval, alcohol may be served in paper, plastic, or aluminum cups (up to 16 ounces) for no more than 12 hours per day and no more than three days per week. Light wines may contain up to 14% alcohol by weight, while other beverages are limited to 5%.

Only individuals 21 or older may possess or purchase alcohol in these zones.

During City-manager-approved events, open containers and public consumption of alcohol are allowed within the designated zones. Usual open container laws (Sec. 78-4) do not apply during these times. All licensees must include proof of insurances (liquor liability and general liability) and a hold-harmless agreement with the City.

Submitted By:

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Collin Quigley, Interim City Manager 7/8/2025

Attachments:

1. Repeal and Replace 10-66
2. Alcohol Ord Map_ArtsFest_CiderDays
3. Alcohol Ord Map_CommercialSt
4. Alcohol Ord Map_Downtown_Rte66

One-rdg. _____
P. Hrngs. _____
Pgs. 10
Filed: 06-17-25

Sponsored by: Hardinger

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025 -155

GENERAL ORDINANCE _____

AN ORDINANCE

1 AMENDING Springfield City Code, Chapter 10 'Alcoholic Beverages,' Article I 'In
2 General,' Section 10-66 'Exception for Downtown and Commercial Street
3 events,' for the purpose of removing the limitation on the number of
4 permitted events.
5
6 _____

7 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
8 SPRINGFIELD, MISSOURI, as follows, that:
9

10 Section 1 – Springfield City Code, Chapter 10 'Alcoholic Beverages,' Article I 'In
11 General,' Section 10-66 'Exception for Downtown and Commercial Street events,' is
12 hereby amended as follows:
13

14 (Note: Language to be added is **bolded and underlined**, and language being removed
15 is ~~stricken~~.)
16

17 **Sec. 10-66. - Exception for Downtown and Commercial Street events.**

18
19 (a) Upon prior approval of the city manager, designated organizations or their designee
20 may obtain a picnic or caterers license to provide alcohol not in excess of five percent by
21 weight and light wines containing not in excess of 14 percent of alcohol by weight by the
22 drink at retail for consumption at permitted events as described in this section. The
23 following are designated organizations for the purposes of this section:
24

25 (1) The Downtown Springfield Community Improvement District for permitted
26 events held in areas described in subsections (c)(1), (2), **and (3)**, ~~and (4)~~; and
27

28 (2) The Commercial Street Community Improvement District for permitted events
29 held in the area described in subsection (c)(~~54~~); **and**
30

31 **(3) any other organization designated by the City Manager.**
32

(b) A designated organization shall be limited to offering alcohol for consumption at permitted events during no more than 12 hours per day and for no more than three days per week.

(c) Permitted events shall be limited to one of the following areas:

- (1) ~~The boundary of the area defined as the downtown mall in section 82-61~~ ("Downtown Mall Area") **(figure 1)**;

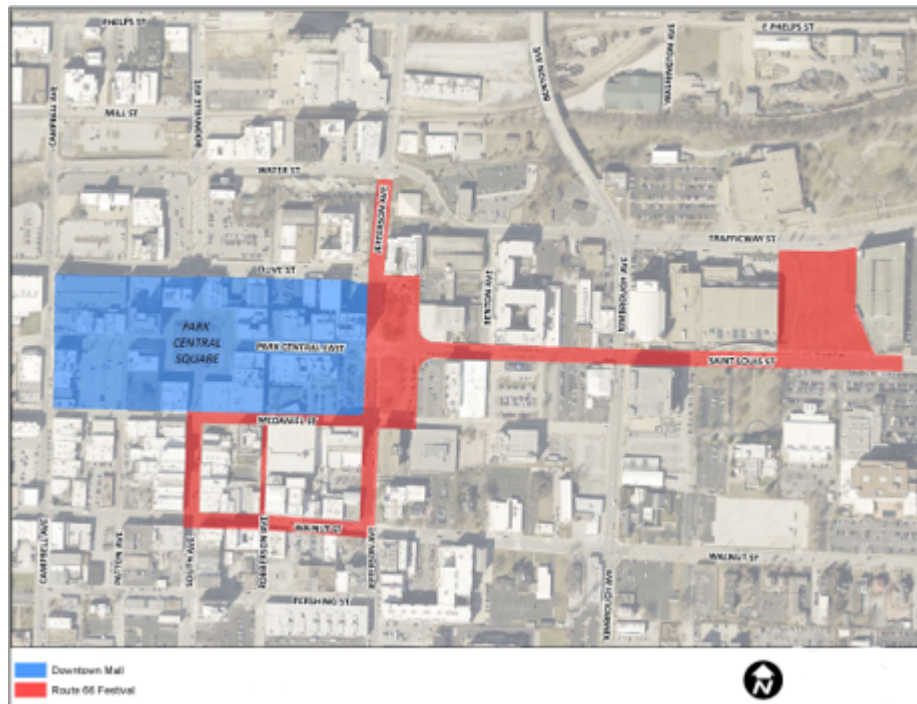


Figure 1: Downtown Mall Area (blue only)

- ~~(2) The boundary of the area defined as the downtown mall in section 82-61 with the addition of the following right-of-way: extending east from the west right-of-way line of Jefferson and Park Central East, continuing along St. Louis Street to the west right-of-way line of John Q. Hammons Parkway, and extending west from the east right-of-way line of Campbell Avenue and Park Central West, continuing along College Street to the east right-of-way line of Grant Avenue; and the right-of-way along Jefferson Street from the south right-of-way line of Water Street to the south right-of-way line of Olive Street, and the area including the right-of-way along Jefferson Street from the south right-of-way line of Olive Street to the north right-of-way line of McDaniel Street and adjacent city property to the east ("Route 66 Festival Area")~~ **(figure 2)**;

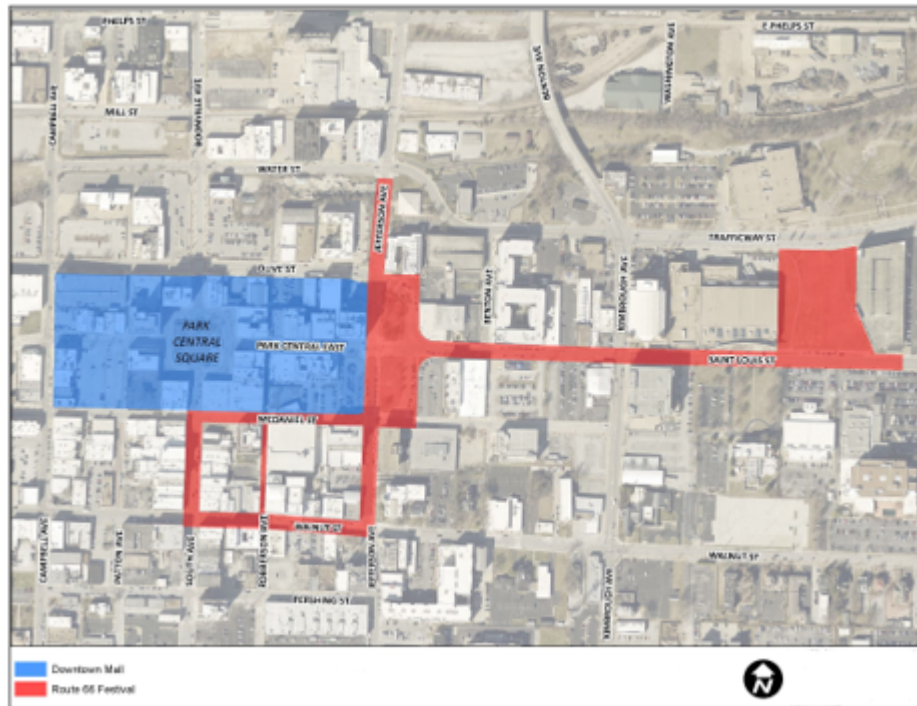


Figure 2: Route 66 Festival Area (blue and red)

(3) The area including the right-of-way along Jefferson Street from the south right-of-way line to Olive Street to the north right-of-way line of Park Central East/St. Louis Street;

of- (43) The area including the right-of-way along Walnut Street from the west right-way line of National Avenue to the east right-of-way line of Kimbrough Avenue ("Artsfest Area") (**figure 3**); and



Figure 3: Artsfest Area

(54) The area including the right-of-way along Commercial Street from the east right-of-way line of Washington Avenue to the west right-of-way line of Grant Avenue ("Commercial Street Area") (figure 4).



Figure 4: Commercial Street Area

(d) ~~There shall be no more than 12 permitted events per calendar year. The number of events per year shall be limited as follows:~~

~~(1) Downtown Mall Area—No more than seven events during a calendar year;~~

~~(2) Route 66 Festival Area—No more than one event during a calendar year;~~

~~(3) Area defined in subsection (c)(3)—No more than one event during a calendar year;~~

~~(4) Artsfest Area—No more than one event during a calendar year; and~~

~~(5) Commercial Street Area—No more than four events during a calendar year.~~

(ed) All provisions of [sections 82-61](#) through [82-65](#) shall remain in effect during any time the Downtown Mall is closed for an event described in this section.

(fe) During the duration of a permitted event held pursuant to this section, the prohibition on open containers and public consumption of alcohol as set forth in [section 78-4](#) shall not be in effect within the areas defined in this section, subject to rules and regulations established by the city manager, except that any person found guilty of violating the rules and regulations for the areas established by the city manager and on file with the city clerk, is subject to prosecution under [section 78-4](#).

Section 2 – This Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: , Assistant City Attorney

Approved for Council action: , City Manager

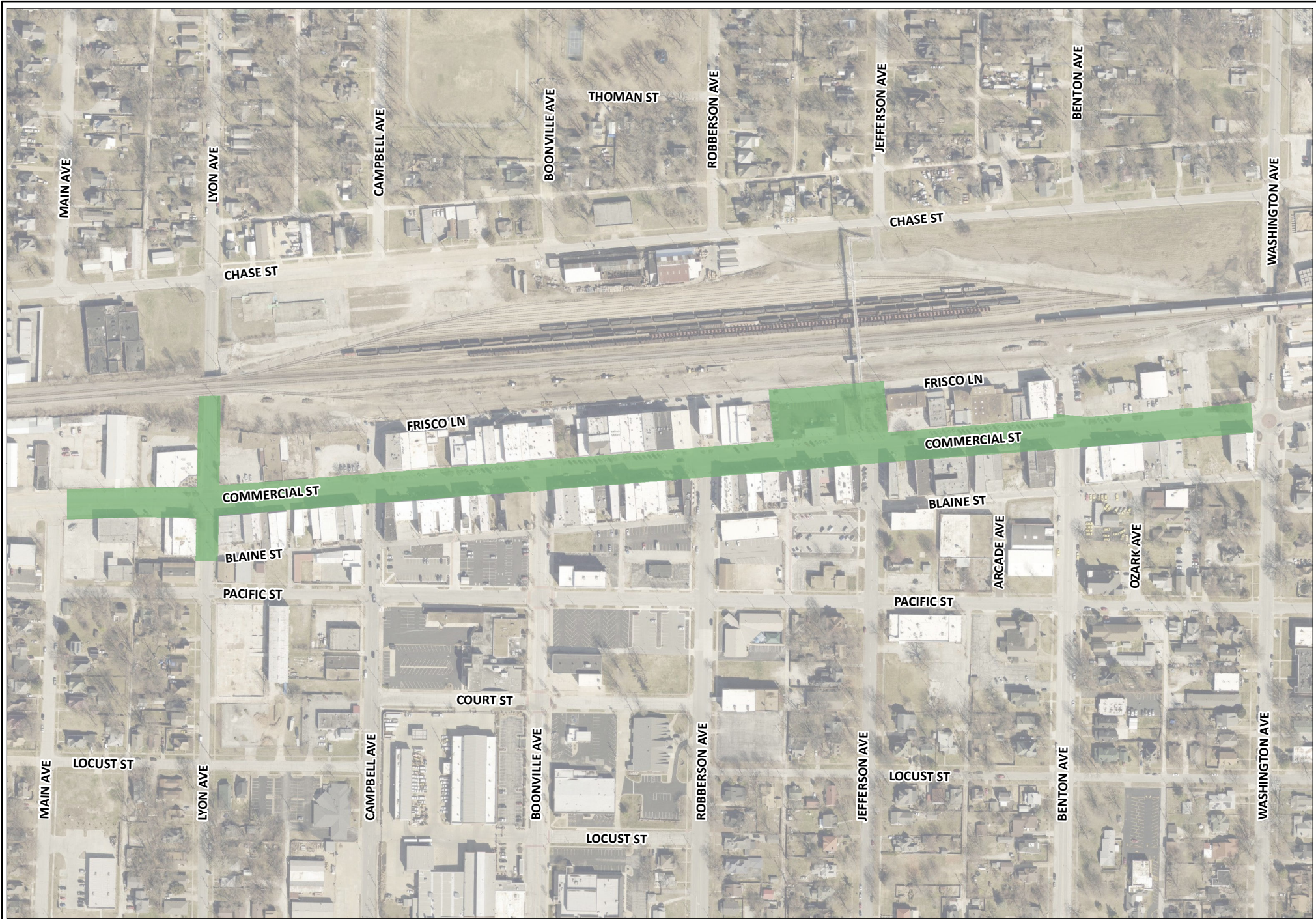


 ArtsFest/Cider Days

ArtsFest/Cider Days- Alcohol Ordinance Boundary



DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.
N:\share\GIS\MXDs\Alcohol Ord Map_ArtFest_CiderDays
Created On: 04/07/2025

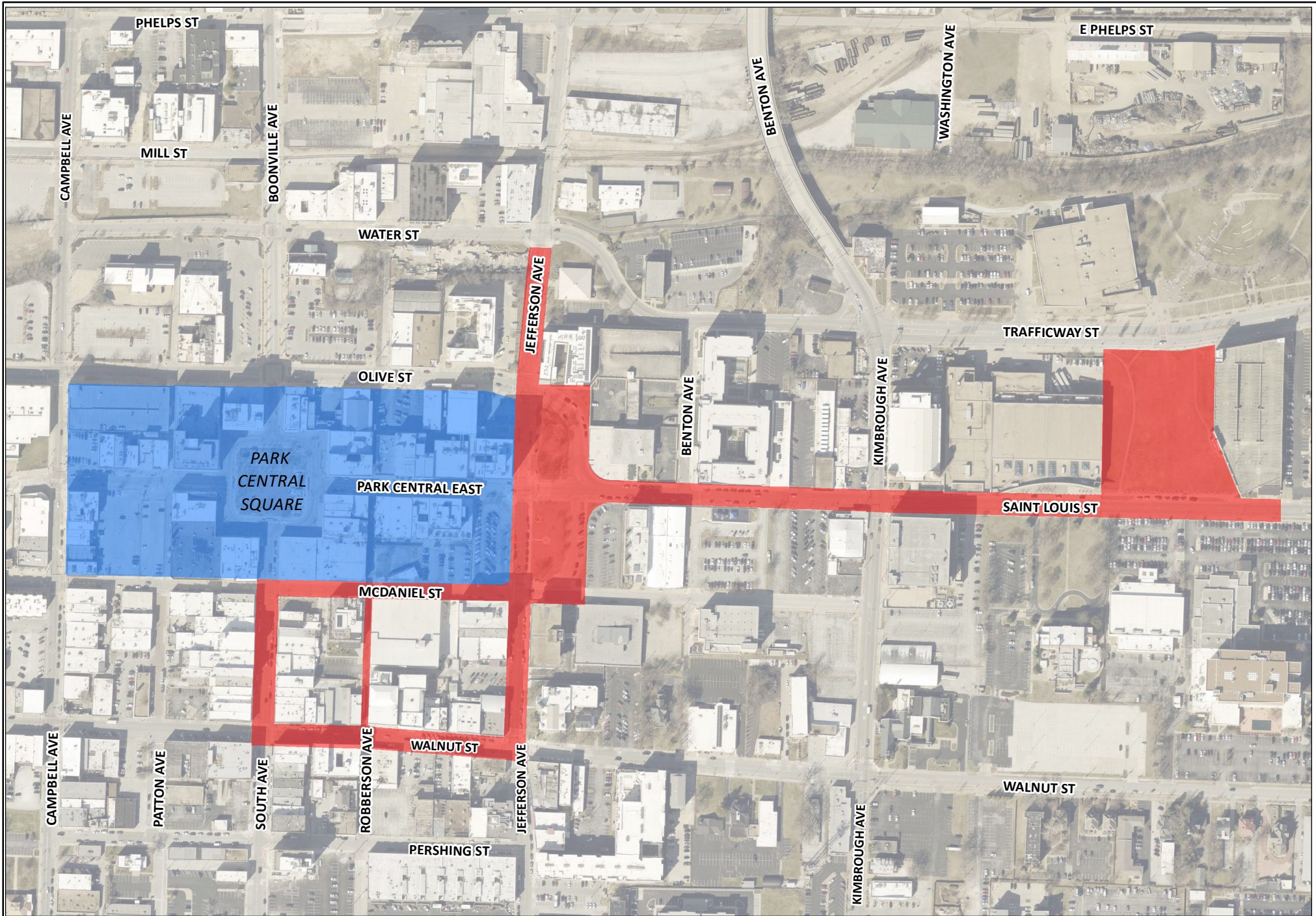


 Commercial Street

Commercial Street- Alcohol Ordinance Boundary



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N:\share\GIS\MXDs\Alcohol Ord Map_CommercialSt
Created On: 04/07/2025



- Downtown Mall
- Route 66 Festival

Downtown Mall/Route 66- Alcohol Ordinance Boundary



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Created On: 04/07/2025



EXPLANATION TO COUNCIL BILL 2025-156 (JENSON)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a Box Culvert and Parallel Development Agreement with BNSF Railway Company for the installation of a reinforced concrete box culvert beneath the railroad tracks near the crossing with Boonville Avenue.

PURPOSE: To authorize the City Manager, or designee, to enter into a Box Culvert Agreement with BNSF Railway Company for the purpose of installing and maintaining a new concrete box culvert beneath and parallel to the railroad tracks in the vicinity of the Boonville Road Crossing known as D.O.T. No. 664181R.

BACKGROUND INFORMATION: Downtown Springfield has a long history of flooding dating back over 100 years. As part of a plan to reduce flooding and stimulate economic growth in this area, the City has begun construction on the first phase of the City's Renew Jordan Creek project (2019PW0073). This project includes construction of new concrete box culverts under Boonville Avenue and the BNSF railroad tracks before extending upstream to Phelps Street. This agreement authorizes the City of Springfield to install and maintain the box culvert under the railroad tracks.

If approved by City Council, removal and replacement of the railroad tracks will be funded by the City and performed by BNSF with an estimated cost of \$119,529. In addition, the City will be responsible for inspection costs of \$64,640. Funding for the removal, replacement, and inspection is already budgeted as part of the Renew Jordan Creek Phase 1 project.

Supports the following City Council Priorities:

- Public Safety
- Quality of Place

REMARKS: Public Works recommends passage of this Council bill.

Submitted By: Brett Foster, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 7/8/2025

Attachments:

1. BNSF Box Culvert_ord
2. BNSF Box Culvert_Ex 1

One-rdg. _____
P. Hrngs. _____
Pgs. 69
Filed: 07-08-25

Sponsored by: Jenson

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-156

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a Box Culvert and Parallel
2 Development Agreement with BNSF Railway Company for the
3 installation of a reinforced concrete box culvert beneath the railroad
4 tracks near the crossing with Boonville Avenue.
5 _____
6

7 WHEREAS, as part of the Renew Jordan Creek – Main Avenue to Boonville
8 Avenue project, new box culverts will be installed under Boonville Avenue and the
9 BNSF railroad tracks in the vicinity; and
10

11 WHEREAS, this agreement between the City and BNSF will coordinate the
12 installation and maintenance of the box culverts under the railroad tracks; and
13

14 WHEREAS, removal and replacement of the railroad tracks will be funded by the
15 City and performed by BNSF with an estimated cost of \$119,519, and inspections will
16 be funded by the City with an estimated cost of \$64,640; and
17

18 WHEREAS, the City's obligations have already been budgeted as part of the
19 Renew Jordan Creek – Main Avenue to Boonville Avenue project.
20

21 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
22 SPRINGFIELD, MISSOURI, as follows, that:
23

24 Section 1 – The City Manager, or designee, is hereby authorized to enter into a
25 Box Culvert and Parallel Development Agreement with BNSF Railway Company, in an
26 amount not to exceed \$184,159, that is substantially similar in form as the document
27 attached hereto and incorporated herein by reference as "Exhibit 1."
28

29 Section 2 – This Ordinance shall be in full force and effect from and after
30 passage.
31

32 Passed at meeting: _____
33

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form:  _____, Assistant City Attorney

Approved for Council action:  _____, City Manager



Contract Number: BF-20191574

BOX CULVERT AND PARALLEL DEVELOPMENT AGREEMENT

**BNSF File No.: BF-20191574
Mile Post 202.023 - 202.325
Line Segment 1018
Old Passenger Main
Cuba Subdivision**

This Agreement ("**Agreement**") is executed to be effective as of , by and between BNSF RAILWAY COMPANY, a Delaware corporation ("**BNSF**"), and the CITY OF SPRINGFIELD, a political subdivision of the State of Missouri ("**Agency**").

RECITALS:

WHEREAS, BNSF owns and operates a line of railroad in and through the City of Springfield, State of Missouri;

WHEREAS, Agency desires to install a reinforced concrete box culvert beneath and parallel to the tracks adjacent to the Boonville Road Crossing known as D.O.T. No. 664181R;

WHEREAS, Agency desires to develop an outdoor recreation area adjacent to the railroad tracks between the Boonville Road Crossing known as D.O.T No. 664181R and the Campbell Road Crossing known as D.O.T No. 664182X; and

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the parties contained herein, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

ARTICLE I – SCOPE OF WORK

- 1)** The term "**Project**" as used herein includes any and all work related to the construction of the proposed Reinforced Concrete Box Culvert (hereinafter referred to as the "**Structure**") and the adjacent recreation area (hereinafter referred to as the "**Park**"), more particularly described on the Exhibit A attached hereto and incorporated herein, including, but not limited to, any and all changes to telephone, telegraph, signal and electrical lines and appurtenances, temporary and permanent track work, fencing, grading, alterations to or new construction of drainage facilities, preliminary and construction engineering and contract preparation. Additionally, temporary controls during construction must be in compliance with Section 8A-5,



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"Traffic Controls During Construction and Maintenance" of the Uniform Traffic Control Devices Manual, U.S. Department of Transportation.

Agency must also install and maintain fencing which will direct pedestrians around the construction site.

ARTICLE II – BNSF OBLIGATIONS

In consideration of the covenants of Agency set forth herein and the faithful performance thereof, BNSF agrees as follows:

- 1)** In consideration of the faithful performance of the Agency's covenants contained herein, BNSF hereby grants to Agency, its successors and assigns, upon and subject to the terms and conditions set forth in this Agreement, a temporary non-exclusive license (hereinafter called, "Temporary Construction License") to construct the Project across or upon the portion of BNSF's right-of-way described further on Exhibit A, excepting and reserving BNSF's rights, and the rights of any others who have obtained, or may obtain, permission or authority from BNSF, to do the following:
 - A.** Operate, maintain, renew and/or relocate any and all existing railroad track or tracks, wires, pipelines and other facilities of like character upon, over or under the surface of said right-of-way;
 - B.** Construct, operate, maintain, renew and/or relocate upon said right-of-way, without limitation, such facilities as the BNSF may from time to time deem appropriate, provided such facilities do not materially interfere with the Agency's use of the Structure or Park;
 - C.** Otherwise use or operate the right-of-way as BNSF may from time to time deem appropriate, provided such use or operations does not materially interfere with the Agency's use of the Structure or Park.

Prior to commencing any work on BNSF's property or right-of-way, Agency must pay BNSF the sum of Zero and No/100 Dollars (\$0.00) as compensation for the Temporary Construction License. The term of the Temporary Construction License begins on the Effective Date and ends on the earlier of (i) substantial completion of the Project, or (ii) Twenty four (24) months following the Effective Date. The Temporary Construction License and related rights given by BNSF to Agency in this provision are without warranty of title of any kind, express or implied, and no covenant of warranty of title will be implied from the use of any word or words herein contained. The Temporary Construction License is for construction of the Project only and shall not be used by



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Agency for any other purpose. Agency acknowledges and agrees that Agency shall not have the right, under the Temporary Construction License, to use the Structure. In the event Agency is evicted by anyone owning, or claiming title to or any interest in said right-of-way, BNSF will not be liable to Agency for any damages, losses or any expenses of any nature whatsoever. The granting of similar rights to others, subsequent to the date of this Agreement, will not impair or interfere with the rights granted to Agency herein.

Upon receiving the payment from Agency described in the subsequent sentence and provided Agency is in compliance with the terms and conditions of this Agreement, BNSF will grant to Agency, its successors and assigns, an easement (hereinafter called, the "Easement") to enter upon and use that portion of BNSF's right-of-way as is necessary to use and maintain the Structure and Park, substantially in the form of Exhibit B attached to this Agreement. Agency must pay BNSF the sum of Zero and No/100 Dollars (\$0.00) as compensation for the Easement within thirty (30) days of issuing a Notice to Proceed pursuant to Article III, Section 17 of this Agreement. If Agency fails to pay BNSF within the thirty-day time period set forth in the preceding sentence, BNSF may stop construction of the Project until full payment is received by BNSF.

- 2) BNSF will furnish all labor, materials, tools, and equipment for railroad work required for the construction of the Project, such railroad work and the estimated cost thereof being as shown on Exhibit D attached hereto and made a part hereof. In the event construction on the Project has not commenced within six (6) months following the Effective Date, BNSF may, in its sole and absolute discretion, revise the cost estimates set forth in said Exhibit D. In such event, the revised cost estimates will become a part of this Agreement as though originally set forth herein. Any item of work incidental to the items listed on Exhibit D not specifically mentioned therein may be included as a part of this Agreement upon written approval of Agency, which approval will not be unreasonably withheld. Construction of the Project must include the following railroad work by BNSF:

- A. Procurement of materials, equipment and supplies necessary for the railroad work;
- B. Preliminary engineering, design, and contract preparation;
- C. Furnishing flagging services as required and set forth in further detail on Exhibit C;
- D. Engineering and inspection as required in connection with the construction of the Project;



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- E. Providing a contract project coordinator, at Agency's expense, to serve as a project manager for the Project;
 - G. Placement of the initial six inches of crushed rock ballast on all track roadbeds, and for the permanent replacement of the main track.
 - H. Removal and replacement of approximately 120 feet of each main across the project.
- 3) BNSF will do all railroad work set forth in Article II, Section 2 above on an actual cost basis, when BNSF, in its sole discretion, determines it is required by its labor agreements to perform such work with its own employees working under applicable collective bargaining agreements.
- 4) Agency agrees to reimburse BNSF for work of an emergency nature caused by Agency or Agency's contractor in connection with the Project which BNSF deems is reasonably necessary for the immediate restoration of railroad operations, or for the protection of persons or BNSF property. Such work may be performed by BNSF without prior approval of Agency and Agency agrees to fully reimburse BNSF for all such emergency work.
- 5) BNSF may charge Agency for insurance expenses, including self-insurance expenses when such expenses cover the cost of Employer's Liability (including, without limitation, liability under the Federal Employer's Liability Act) in connection with the construction of the Project. Such charges will be considered part of the actual cost of the Project, regardless of the nature or amount of ultimate liability for injury, loss or death to BNSF's employees, if any.
- 6) During the construction of the Project, BNSF will send Agency progressive invoices detailing the costs of the railroad work performed by BNSF under this Agreement. Agency must reimburse BNSF for completed force-account work within thirty (30) days of the date of the invoice for such work. Upon completion of the Project, BNSF will send Agency a detailed invoice of final costs, segregated as to labor and materials for each item in the recapitulation shown on Exhibit D. Pursuant to this section and Article IV, Section 7 herein, Agency must pay the final invoice within ninety (90) days of the date of the final invoice. BNSF will assess a finance charge of .033% per day (12% per annum) on any unpaid sums or other charges due under this Agreement which are past its credit terms. The finance charge continues to accrue daily until the date payment is received by BNSF, not the date payment is made or the date postmarked on the payment. Finance charges will be assessed on delinquent sums and other



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charges as of the end of the month and will be reduced by amounts in dispute and any unposted payments received by the month's end. Finance charges will be noted on invoices sent to Agency under this section.

ARTICLE III – AGENCY OBLIGATIONS

In consideration of the covenants of BNSF set forth herein and the faithful performance thereof, Agency agrees as follows:

- 2) Agency must furnish to BNSF plans and specifications for the Project. Four sets of said plans (reduced size 11" x 17"), together with two copies of calculations, and two copies of specifications in **English Units**, must be submitted to BNSF for approval prior to commencement of any construction. BNSF will give Agency final written approval of the plans and specifications substantially in the form of Exhibit E, attached to this Agreement and made a part hereof. Upon BNSF's final written approval of the plans and specifications, said plans and specifications will become part of this Agreement and are hereby incorporated herein. Any approval of the plans and specifications by BNSF shall in no way obligate BNSF in any manner with respect to the finished product design and/or construction. Any approval by BNSF shall mean only that the plans and specifications meet the subjective standards of BNSF, and such approval by BNSF shall not be deemed to mean that the plans and specifications or construction is structurally sound and appropriate or that such plans and specifications meet applicable regulations, laws, statutes or local ordinances and/or building codes.
- 3) Agency must make any required application and obtain all required permits and approvals for the construction of the Project.
- 4) Agency must provide for and maintain minimum vertical and horizontal clearances, as required and approved by BNSF as part of the plans and specifications for the Project.
- 5) Agency must acquire all rights of way necessary for the construction of the Project.
- 6) Agency must make any and all arrangements for the installation or relocation of wire lines, pipe lines and other facilities owned by private persons, companies, corporations, political subdivisions or public utilities other than BNSF which may be necessary for the construction of the Project.
- 7) Agency must construct the Project as shown on the attached Exhibit A and do all work ("Agency's Work") provided for in the plans and specifications for the Project, except



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railroad work that will be performed by BNSF hereunder. Agency must furnish all labor, materials, tools and equipment for the performance of Agency's Work. The principal elements of Agency's Work are as follows:

- G.** Construction of the Structure, Park, and all appurtenances;
 - H.** All necessary grading and paving, including backfill of excavations in conformance with BNSF specifications and restoration of disturbed vegetation on BNSF's right-of-way;
 - I.** Provide suitable drainage, both temporary and permanent;
 - J.** Temporary Installation of K-Rail (Jersey) barriers and chain link fencing along Mill Street between the tracks and the traveled roadways;
 - K.** Provide appropriate pedestrian control during construction;
 - L.** Job site cleanup including removal of all construction materials, concrete debris, surplus soil, refuse, contaminated soils, asphalt debris, litter and other waste materials to the satisfaction of BNSF;
- 8)** Agency's Work must be performed by Agency or Agency's contractor in a manner that will not endanger or interfere with the safe and timely operations of BNSF and its facilities.
- 9)** For any future inspection or maintenance, either routine or otherwise, performed by subcontractors on behalf of the Agency, Agency shall require the subcontractors to execute the C documents. Prior to performing any future maintenance with its own personnel, Agency shall: comply with all of BNSF's applicable safety rules and regulations; require any Agency employee performing maintenance to complete the safety training program at the BNSF's Internet Website "contractororientation.com"; notify BNSF when, pursuant to the requirements of exhibit C, a flagger is required to be present; procure, and have approved by BNSF's Risk Management Department, Railroad Protective Liability insurance.
- 10)** In order to prevent damage to BNSF trains and property, Agency must require its contractor(s) to notify BNSF's Roadmaster at least thirty (30) calendar days prior to requesting a BNSF flagman in accordance with the requirements of Exhibit C attached hereto. Additionally, Agency must require its contractor(s) to notify BNSF's Manager



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of Public Projects thirty (30) calendar days prior to commencing work on BNSF property or near BNSF tracks.

- 11) Agency or its contractor(s) must submit four (4) copies of any plans (including two sets of calculations in **English Units**) for proposed shoring or cribbing to be used over, under, or adjacent to BNSF's tracks to BNSF's Manager of Public Projects for approval. The shoring or cribbing used by Agency's contractor shall comply with BNSF Bridge Requirements set forth on Exhibit F attached to this Agreement and incorporated herein. Additionally, the shoring and cribbing must comply with all applicable requirements promulgated by state and federal agencies, departments, commissions and other legislative bodies.
- 12) Agency must include the following provisions in any contract with its contractor(s) performing work on said Project:
 - A. The Contractor is placed on notice that fiber optic, communication and other cable lines and systems (collectively, the "Lines") owned by various telecommunications companies may be buried on BNSF's property or right-of-way. The locations of these Lines have been included on the plans based on information from the telecommunications companies. The contractor will be responsible for contacting BNSF's Engineering Representative Rafer Nichols, BNSF's Signal Call Before you Dig 1-800-533-2891 and the telecommunications companies and notifying them of any work that may damage these Lines or facilities and/or interfere with their service. The contractor must also mark all Lines shown on the plans or marked in the field in order to verify their locations. The contractor must also use all reasonable methods when working in the BNSF right-of-way or on BNSF property to determine if any other Lines (fiber optic, cable, communication or otherwise) may exist.
 - B. The Contractor will be responsible for the rearrangement of any facilities or Lines determined to interfere with the construction. The Contractor must cooperate fully with any telecommunications company(ies) in performing such rearrangements.
 - C. Failure to mark or identify these Lines will be sufficient cause for BNSF's engineering representative to stop construction at no cost to the Agency or BNSF until these items are completed.
 - D. In addition to the liability terms contained elsewhere in this Agreement, the contractor hereby indemnifies, defends and holds harmless BNSF for, from and against all cost, liability, and expense whatsoever (including, without limitation, attorney's fees and court costs and expenses) arising out of or in any way contributed



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to by any act or omission of Contractor, its subcontractors, agents and/or employees that cause or in any way or degree contribute to (1) any damage to or destruction of any Lines by Contractor, and/or its subcontractors, agents and/or employees, on BNSF's property or within BNSF's right-of-way, (2) any injury to or death of any person employed by or on behalf of any telecommunications company, and/or its contractor, agents and/or employees, on BNSF's property or within BNSF's right-of-way, and/or (3) any claim or cause of action for alleged loss of profits or revenue by, or loss of service by a customer or user of such telecommunication company(ies). **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, DESTRUCTION, INJURY, DEATH, CAUSE OF ACTION OR CLAIM WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF BNSF, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENTIONAL MISCONDUCT OR GROSS NEGLIGENCE OF BNSF.**

- 13) Agency must require compliance with the obligations set forth in this agreement, including Exhibit C and Exhibit C-1, and incorporate in each prime contract for construction of the Project, or the specifications therefor (i) the provisions set forth in Article III; (ii) the provisions set forth in Article IV; and (iii) the provisions set forth in Exhibit C and Exhibit C-1, attached hereto and by reference made a part hereof.
- 14) Except as otherwise provided below in this Section 14, all construction work performed hereunder by Agency for the Project will be pursuant to a contract or contracts to be let by Agency, and all such contracts must include the following:
 - A. All work performed under such contract or contracts within the limits of BNSF's right-of-way must be performed in a good and workmanlike manner in accordance with plans and specifications approved by BNSF;
 - B. Changes or modifications during construction that affect safety or BNSF operations will be subject to BNSF's approval;
 - C. No work will be commenced within BNSF's right-of-way until each of the prime contractors employed in connection with said work must have (i) executed and delivered to BNSF a letter agreement in the form of Exhibit C-1, and (ii) delivered to and secured BNSF's approval of the required insurance; and
 - D. To facilitate scheduling for the Project, Agency shall have its contractor give BNSF's representative Case McAdam (case.mcadam@bnsf.com) 6 weeks advance notice of the proposed times and dates for work windows. BNSF and



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Agency's contractor will establish mutually agreeable work windows for the Project. BNSF has the right at any time to revise or change the work windows, due to train operations or service obligations. BNSF will not be responsible for any additional costs and expenses resulting from a change in work windows. Additional costs and expenses resulting from a change in work windows shall be accounted for in the contractor's expenses for the Project.

E. The plans and specifications for the Project must be in compliance with the Bridge Requirements set forth on Exhibit F.

- 15) Agency must advise the appropriate BNSF Manager of Public Projects, in writing, of the completion date of the Project within thirty (30) days after such completion date. Additionally, Agency must notify BNSF's Manager of Public Projects, in writing, of the date on which Agency and/or its Contractor will meet with BNSF for the purpose of making final inspection of the Project.

TO THE FULLEST EXTENT PERMITTED BY LAW, AGENCY HEREBY RELEASES, INDEMNIFIES, DEFENDS AND HOLDS HARMLESS BNSF, ITS AFFILIATED COMPANIES, PARTNERS, SUCCESSORS, ASSIGNS, LEGAL REPRESENTATIVES, OFFICERS, DIRECTORS, SHAREHOLDERS, EMPLOYEES AND AGENTS FOR, FROM AND AGAINST ANY AND ALL CLAIMS, LIABILITIES, FINES, PENALTIES, COSTS, DAMAGES, LOSSES, LIENS, CAUSES OF ACTION, SUITS, DEMANDS, JUDGMENTS AND EXPENSES (INCLUDING, WITHOUT LIMITATION, COURT COSTS AND ATTORNEYS' FEES) OF ANY NATURE, KIND OR DESCRIPTION OF ANY PERSON (INCLUDING, WITHOUT LIMITATION, THE EMPLOYEES OF THE PARTIES HERETO) OR ENTITY DIRECTLY OR INDIRECTLY ARISING OUT OF, RESULTING FROM OR RELATED TO (IN WHOLE OR IN PART) (I) THE USE, OCCUPANCY OR PRESENCE OF AGENCY, ITS CONTRACTORS, SUBCONTRACTORS, EMPLOYEES OR AGENTS IN, ON, OR ABOUT THE CONSTRUCTION SITE, (II) THE PERFORMANCE, OR FAILURE TO PERFORM BY THE AGENCY, ITS CONTRACTORS, SUBCONTRACTORS, EMPLOYEES, OR AGENTS, ITS WORK OR ANY OBLIGATION UNDER THIS AGREEMENT, (III) THE SOLE OR CONTRIBUTING ACTS OR OMISSIONS OF AGENCY, ITS CONTRACTORS, SUBCONTRACTORS, EMPLOYEES, OR AGENTS IN, ON, OR ABOUT THE CONSTRUCTION SITE, (IV) AGENCY'S BREACH OF THE TEMPORARY CONSTRUCTION LICENSE OR EASEMENT GRANTED TO AGENCY PURSUANT TO ARTICLE II OF THIS AGREEMENT, (V) ANY RIGHTS OR INTERESTS GRANTED TO AGENCY PURSUANT TO THE TEMPORARY CONSTRUCTION LICENSE OR EASEMENT DISCUSSED IN ARTICLE II OF THIS AGREEMENT, (VI) AGENCY'S OCCUPATION AND USE OF BNSF'S PROPERTY OR RIGHT-OF-WAY, INCLUDING, WITHOUT LIMITATION,



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SUBSEQUENT MAINTENANCE OF THE STRUCTURE OR PARK BY AGENCY, OR (VII) AN ACT OR OMISSION OF AGENCY OR ITS OFFICERS, AGENTS, INVITEES, EMPLOYEES OR CONTRACTORS OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM, OR ANYONE THEY CONTROL OR EXERCISE CONTROL OVER. THE LIABILITY ASSUMED BY AGENCY WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, DESTRUCTION, INJURY OR DEATH WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF BNSF, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENTIONAL MISCONDUCT OR GROSS NEGLIGENCE OF BNSF.

- 17)** Agency must give BNSF's Manager of Public Projects written notice to proceed with the railroad work after receipt of necessary funds for the Project. BNSF will not begin the railroad work (including, without limitation, procurement of supplies, equipment or materials) until written notice to proceed is received from Agency.

ARTICLE IV – JOINT OBLIGATIONS

IN CONSIDERATION of the premises, the parties hereto mutually agree to the following:

- 1)** All work contemplated in this Agreement must be performed in a good and workmanlike manner and each portion must be promptly commenced by the party obligated hereunder to perform the same and thereafter diligently prosecuted to conclusion in its logical order and sequence. Furthermore, any changes or modifications during construction which affect BNSF will be subject to BNSF's approval prior to the commencement of any such changes or modifications.
- 2)** The work hereunder must be done in accordance with the Bridge Requirements set forth on Exhibit F and the detailed plans and specifications approved by BNSF.
- 3)** Agency must require its contractor(s) to reasonably adhere to the Project's construction schedule for all Project work. The parties hereto mutually agree that BNSF's failure to complete the railroad work in accordance with the construction schedule due to inclement weather or unforeseen railroad emergencies will not constitute a breach of this Agreement by BNSF and will not subject BNSF to any liability. Regardless of the requirements of the construction schedule, BNSF reserves the right to reallocate the labor forces assigned to complete the railroad work in the event of an emergency to provide for the immediate restoration of railroad operations (BNSF or its related railroads) or to protect persons or property on or near any BNSF owned property. BNSF will not be liable for any additional costs or expenses resulting



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from any such reallocation of its labor forces. The parties mutually agree that any reallocation of labor forces by BNSF pursuant to this provision and any direct or indirect consequences or costs resulting from any such reallocation will not constitute a breach of this Agreement by BNSF.

- 4) BNSF will have the right to stop construction work on the Project if any of the following events take place: (i) Agency (or any of its contractors) performs the Project work in a manner contrary to the plans and specifications approved by BNSF; (ii) Agency (or any of its contractors), in BNSF's opinion, prosecutes the Project work in a manner which is hazardous to BNSF property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the Project; or (iv) Agency fails to pay BNSF for the Temporary Construction License or the Easement pursuant to Article II, Section 1 of this Agreement. The work stoppage will continue until all necessary actions are taken by Agency or its contractor to rectify the situation to the satisfaction of BNSF's Division Engineer or until additional insurance has been delivered to and accepted by BNSF. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, BNSF may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of BNSF. BNSF's right to stop the work is in addition to any other rights BNSF may have including, but not limited to, actions or suits for damages or lost profits. In the event that BNSF desires to stop construction work on the Project, BNSF agrees to immediately notify the following individual in writing:

- 5) Agency must supervise and inspect the operations of all Agency contractors to assure compliance with the plans and specifications approved by BNSF, the terms of this Agreement and all safety requirements of the BNSF railroad. If BNSF determines that proper supervision and inspection is not being performed by Agency personnel at any time during construction of the Project, BNSF has the right to stop construction (within or adjacent to its operating right-of-way). Construction of the Project will not proceed until Agency corrects the situation to BNSF's reasonable satisfaction. If BNSF feels the situation is not being corrected in an expeditious manner, BNSF will immediately notify [] for appropriate corrective action.
- 6) Pursuant to this section and Article II, Section 6 herein, Agency must, out of funds made available to it for the construction of the Project, reimburse BNSF in full for the



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actual costs of all work performed by BNSF under this Agreement, less BNSF's Share as set forth in Article IV, Section 6 herein. BNSF's Share must be paid upon completion of the Project.

- 7) All expenses detailed in statements sent to Agency pursuant to Article II, Section 6 herein will comply with the terms and provisions of the Federal Aid Highway Program Manual, U.S. Department of Transportation, as amended from time to time, which manual is hereby incorporated into and made a part of this Agreement by reference. The parties mutually agree that BNSF's preliminary engineering, design, and contract preparation costs described in Article II, Section 2 herein are part of the costs of the Project even though such work may have preceded the date of this Agreement.
- 8) The parties mutually agree that no construction activities for the Project, nor future maintenance of the Structure or Park once completed, will be permitted during the fourth quarter of each calendar year. Emergency work will be permitted only upon prior notification to BNSF's Network Operations Center (telephone number: 800-832-5452). The parties hereto mutually understand and agree that trains cannot be subjected to delay during this time period.
- 9) Subject to the restrictions imposed by Article IV, Section 9 above, the construction of the Project will not commence until Agency gives BNSF's Manager of Public Projects thirty (30) days prior written notice of such commencement. The commencement notice will reference BNSF's file number BF-20225604 and must state the time that construction activities will begin.
- 10) In addition to the terms and conditions set forth elsewhere in this Agreement, including, but not limited to, the terms and conditions stated in Exhibit F, BNSF and Agency agree to the following terms upon completion of construction of the Project:
 - A. BNSF will, at its sole cost and expense, accept, own, and maintain its roadbed, track, any access gates installed pursuant to the Project, railroad drainage, and all other railroad facilities.
 - B. Agency will own and maintain, at its sole cost and expense, the Structure, the Park, and appurtenances thereto, drainage and any access roadways to BNSF gates installed pursuant to this Agreement. BNSF may, at its option, perform maintenance on the Structure in order to avoid conflicts with train operations. BNSF will notify Agency prior to performing any such maintenance on the Structure. In the event such maintenance involves emergency repairs, BNSF will notify Agency at its earliest opportunity. Agency must fully reimburse BNSF for the costs of maintenance caused by the culvert or associated culvert construction work



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that interferes with train operations and/or performed by BNSF pursuant to this subsection (b).

- C. Agency must, at Agency's sole cost and expense, keep the Structure painted and free from graffiti.
- D. Agency agrees to reimburse BNSF for the cost of track surfacing due to settlement caused by the construction of the Structure for a period not to exceed two (2) years from the date of final inspection pursuant to Article III, Section 15.
- E. Agency must provide BNSF with any and all necessary permits and maintain roadway traffic controls, at no cost to BNSF, whenever requested by BNSF to allow BNSF to inspect the Structure or to make emergency repairs thereto.
- F. It is expressly understood by Agency and BNSF that any right to install utilities will be governed by a separate permit or license agreement between the parties hereto.
- G. Agency must keep the Structure and surrounding areas clean and free from birds, pigeons, scavengers, vermin, creatures and other animals.
- H. If Agency (including its contractors and agents) or BNSF, on behalf of Agency, performs (i) alterations or modifications to the Structure or Park, or (ii) any maintenance or other work on the Structure or Park with heavy tools, equipment or machinery at ground surface level horizontally within 25'-0" of the centerline of the nearest track, or (iii) any maintenance or other work to the superstructure of the Structure, then Agency or its contractors and/or agents must procure and maintain the following insurance coverage:
 - i) Railroad Protective Liability insurance naming only the **Railroad** as the Insured with coverage of at least \$5,000,000 per occurrence and \$10,000,000 in the aggregate. The policy must be issued on a standard ISO form CG 00 35 10 93 and include the following:
 - (1) Endorsed to include the Pollution Exclusion Amendment (ISO form CG 28 31 10 93)
 - (2) Endorsed to include the Limited Seepage and Pollution Endorsement.
 - (3) Endorsed to remove any exclusion for punitive damages.



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(4) No other endorsements restricting coverage may be added.

(5) The original policy must be provided to the **Railroad** prior to performing any work or services under this Agreement

As used in this paragraph, "**Railroad**" means "Burlington Northern Santa Fe Corporation", "BNSF RAILWAY COMPANY" and the subsidiaries, successors, assigns and affiliates of each.

In lieu of providing a Railroad Protective Liability Policy, Agency may participate in BNSF's Blanket Railroad Protective Liability Insurance Policy if available to Agency or its contractors. The limits of coverage are the same as above.

- 11) Agency hereby grants to BNSF, at no cost or expense to BNSF, a permanent right of access from Agency property to BNSF tracks for maintenance purposes.
- 12) Agency must provide one set of as built plans (prepared in English Units) to BNSF, as well as one set of computer diskettes containing as built CAD drawings of the Project and identifying the software used for the CAD drawings. The "as built plans" must comply with the Bridge Requirements set forth on Exhibit F and depict all information in BNSF engineering stationing and mile post pluses. The "as built plans" must also include plan and profile, structural bridge drawings and specifications, and drainage plans. All improvements and facilities must be shown.
- 13) Subject to the restrictions imposed by Article IV, Section 9 above, Agency must notify and obtain prior authorization from BNSF's Manager of Public Projects before entering BNSF's right-of-way for **Inspection or Maintenance** purposes, and the BNSF Manager of Public Projects will determine if flagging is required. If the construction work hereunder is contracted, Agency must require its prime contractor(s) to comply with the obligations set forth in Exhibit C and Exhibit C-1, as the same may be revised from time to time. Agency will be responsible for its contractor(s) compliance with such obligations.
- 14) BNSF may, at its expense, make future changes or additions to the railroad components of the Structure if necessary or desirable, in BNSF's sole discretion, including, without limitation the following: (i) the right to raise or lower the grade or change the alignment of its tracks, (ii) the right to lay additional track or tracks, or (iii) the right to build other facilities in connection with the operation of its railroad. Such changes or additions must not change or alter the drainage components of the Structure. If it becomes necessary or desirable in the future to change, alter, widen or reconstruct the drainage components of the Structure to accommodate railroad



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projects, the cost of such work, including any cost incidental to alteration of railroad or drainage facilities made necessary by any such changes to the Structure, will be divided between BNSF and Agency in such shares as may be mutually agreed to by the parties hereto.

- 15)** If, in BNSF's discretion, trespassing incidents adjacent to the Park impede train operations or safety for the public or BNSF employees, BNSF may require the Agency to install additional fencing or other anti-trespass measures at Agency's sole expense.
- 16)** Agency may, at Agency's sole expense, alter or reconstruct the drainage components of the Structure if necessary or desirable, due to change in conditions; provided, however, that any such alteration or reconstruction must not encroach further upon or occupy the surface of BNSF's right-of-way to a greater extent than is contemplated by the plans and specifications to be approved by BNSF pursuant to Article III, Section 1 herein, without obtaining BNSF's prior written consent and the execution of a supplement to this Agreement or the completion of a separate agreement.
- 17)** Any books, papers, records and accounts of the parties hereto relating to the work hereunder or the costs or expenses for labor and material connected with the construction will at all reasonable times be open to inspection and audit by the agents and authorized representatives of the parties hereto, as well as the State of Arizona and the Federal Highway Administration, for a period of one (1) year from the date of final BNSF invoice under this Agreement for a period of three (3) years from the date of final BNSF invoice under this Agreement".
- 18)** The covenants and provisions of this Agreement are binding upon and inure to the benefit of the successors and assigns of the parties hereto. Notwithstanding the preceding sentence, neither party hereto may assign any of its rights or obligations hereunder without the prior written consent of the other party.
- 19)** In the event construction of the Project does not commence within 12 months of the Effective Date, this Agreement will become null and void.
- 20)** Neither termination nor expiration of this Agreement will release either party from any liability or obligation under this Agreement, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date of termination or expiration.



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- 21)** To the maximum extent possible, each provision of this Agreement will be interpreted in such a manner as to be effective and valid under applicable law. If any provision of this Agreement is prohibited by, or held to be invalid under, applicable law, such provision will be ineffective solely to the extent of such prohibition or invalidity and the remainder of the provision will be enforceable.
- 22)** This Agreement (including exhibits and other documents, manuals, etc. incorporated herein) is the full and complete agreement between BNSF and Agency with respect to the subject matter herein and supersedes any and all other prior agreements between the parties hereto.
- 23)** Any notice provided for herein or concerning this Agreement must be in writing and will be deemed sufficiently given when sent by certified mail, return receipt requested, to the parties at the following addresses:

SIGNATURE PAGE FOLLOWS



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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by its duly qualified and authorized officials as of the day and year first above written.

BNSF RAILWAY COMPANY

Signature: _____

Printed Name: _____

Title: _____

Date: _____

CITY OF SPRINGFIELD

Signature: _____

Printed Name: _____

Title: _____

Date: _____



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Exhibit A

[Insert cross-hatched drawing of the Temporary Construction License and Structure]

[BARTLETT AND WEST TO PREPARE EXHIBIT A]



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EASEMENT AGREEMENT

FOR _____

(C&M Agreement)

THIS EASEMENT AGREEMENT FOR _____ (**"Easement Agreement"**) is made and entered into as of the _____ day of _____ 20__ (**"Effective Date"**), by and between **BNSF RAILWAY COMPANY**, a Delaware corporation (**"Grantor"**), and _____, a _____ (**"Grantee"**).

A. Grantor owns or controls certain real property situated at or near the vicinity of _____, County of _____, State of _____, at Mile Post _____, [Project # _____], as described or depicted on **Exhibit "A"** attached hereto and made a part hereof (the **"Premises"**).

B. Grantor and Grantee have entered into that certain Construction and Maintenance Agreement dated as of _____ concerning improvements on or near the Premises (the **"C&M Agreement"**).

C. Grantee has requested that Grantor grant to Grantee an easement over the Premises for the Easement Purpose (as defined below).

D. Grantor has agreed to grant Grantee such easement, subject to the terms and conditions set forth in this Easement and in the C&M Agreement incorporated herein as if fully set forth in this instrument which terms shall be in full force and effect for purposes of this Easement even if the C&M Agreement is, for whatever reason, no longer in effect.

NOW, THEREFORE, for and in consideration of the foregoing recitals which are incorporated herein, the mutual promises contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

Section 1 Granting of Easement.

1.1 Easement Purpose. The **"Easement Purpose"** shall be for the purposes set forth in the C&M Agreement. Any improvements to be constructed in connection with the Easement Purpose are referred to herein as **"Improvements"** and shall be constructed, located, configured and maintained by Grantee in strict accordance with the terms of this Easement Agreement and the C&M Agreement.

1.2 Grant. Grantor does hereby grant unto Grantee a non-exclusive easement (**"Easement"**) over the Premises for the Easement Purpose and for no other purpose. The Easement is granted subject to



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any and all restrictions, covenants, easements, licenses, permits, leases and other encumbrances of whatsoever nature whether or not of record, if any, relating to the Premises and subject to all with all applicable federal, state and local laws, regulations, ordinances, restrictions, covenants and court or administrative decisions and orders, including Environmental Laws (defined below) and zoning laws (collectively, "**Laws**"). Grantee may not make any alterations or improvements or perform any maintenance or repair activities within the Premises except in accordance with the terms and conditions of the C&M Agreement.

1.3 **Reservations by Grantor.** Grantor excepts and reserves the right, to be exercised by Grantor and any other parties who may obtain written permission or authority from Grantor:

- (a) to install, construct, maintain, renew, repair, replace, use, operate, change, modify and relocate any existing pipe, power, communication, cable, or utility lines and appurtenances and other facilities or structures of like character (collectively, "**Lines**") upon, over, under or across the Premises;
- (b) to install, construct, maintain, renew, repair, replace, use, operate, change, modify and relocate any tracks or additional facilities or structures upon, over, under or across the Premises; and
- (c) to use the Premises in any manner as the Grantor in its sole discretion deems appropriate, provided Grantor uses all commercially reasonable efforts to avoid material interference with the use of the Premises by Grantee for the Easement Purpose.

Section 2 Term of Easement. The term of the Easement, unless sooner terminated under provisions of this Easement Agreement, shall be perpetual. [***If this is a temporary easement, replace the preceding sentence with the following:** The term of this Easement, unless sooner terminated under provisions of this Easement Agreement, shall expire on the date that is after the Effective Date.]

Section 3 No Warranty of Any Conditions of the Premises. Grantee acknowledges that Grantor has made no representation whatsoever to Grantee concerning the state or condition of the Premises, or any personal property located thereon, or the nature or extent of Grantor's ownership interest in the Premises. Grantee has not relied on any statement or declaration of Grantor, oral or in writing, as an inducement to entering into this Easement Agreement, other than as set forth herein. GRANTOR HEREBY DISCLAIMS ANY REPRESENTATION OR WARRANTY, WHETHER EXPRESS OR IMPLIED, AS TO THE DESIGN OR CONDITION OF ANY PROPERTY PRESENT ON OR CONSTITUTING THE PREMISES, ITS MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, THE QUALITY OF THE MATERIAL OR WORKMANSHIP OF ANY SUCH PROPERTY, OR THE CONFORMITY OF ANY SUCH PROPERTY TO ITS INTENDED USES. GRANTOR SHALL NOT BE RESPONSIBLE TO GRANTEE OR ANY OF GRANTEE'S CONTRACTORS FOR ANY DAMAGES RELATING TO



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THE DESIGN, CONDITION, QUALITY, SAFETY, MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OF ANY PROPERTY PRESENT ON OR CONSTITUTING THE PREMISES, OR THE CONFORMITY OF ANY SUCH PROPERTY TO ITS INTENDED USES. GRANTEE ACCEPTS ALL RIGHTS GRANTED

UNDER THIS EASEMENT AGREEMENT IN THE PREMISES IN AN "AS IS, WHERE IS" AND "WITH ALL FAULTS" CONDITION, AND SUBJECT TO ALL LIMITATIONS ON GRANTOR'S RIGHTS, INTERESTS AND TITLE TO THE PREMISES. Grantee has inspected or will inspect the Premises, and enters upon Grantor's rail corridor and property with knowledge of its physical condition and the danger inherent in Grantor's rail operations on or near the Premises. Grantee acknowledges that this Easement Agreement does not contain any implied warranties that Grantee or Grantee's Contractors (as hereinafter defined) can successfully construct or operate the Improvements.

Section 4 Nature of Grantor's Interest in the Premises. GRANTOR DOES NOT WARRANT ITS TITLE TO THE PREMISES NOR UNDERTAKE TO DEFEND GRANTEE IN THE PEACEABLE POSSESSION OR USE THEREOF. NO COVENANT OF QUIET ENJOYMENT IS MADE. In case of the eviction of Grantee by anyone owning or claiming title to or any interest in the Premises, or by the abandonment by Grantor of the affected rail corridor, Grantor shall not be liable to refund Grantee any compensation paid hereunder.

Section 5 Improvements. Grantee shall take, in a timely manner, all actions necessary and proper to the lawful establishment, construction, operation, and maintenance of the Improvements, including such actions as may be necessary to obtain any required permits, approvals or authorizations from applicable governmental authorities. Any and all cuts and fills, excavations or embankments necessary in the construction, maintenance, or future alteration of the Improvements shall be made and maintained in such manner, form and extent as will provide adequate drainage of and from the adjoining lands and premises of the Grantor; and wherever any such fill or embankment shall or may obstruct the natural and pre-existing drainage from such lands and premises of the Grantor, the Grantee shall construct and maintain such culverts or drains as may be requisite to preserve such natural and pre-existing drainage, and shall also wherever necessary, construct extensions of existing drains, culverts or ditches through or along the premises of the Grantor, such extensions to be of adequate sectional dimensions to preserve the present flowage of drainage or other waters, and of materials and workmanship equally as good as those now existing. In the event any construction, repair, maintenance, work or other use of the Premises by Grantee will affect any Lines, fences, buildings, improvements or other facilities (collectively, "**Other Improvements**"), Grantee will be responsible at Grantee's sole risk to locate and make any adjustments necessary to such Other Improvements. Grantee must contact the owner(s) of the Other Improvements notifying them of any work that may damage these Other Improvements and/or interfere with their service and obtain the owner's written approval prior to so affecting the Other Improvements. Grantee must mark



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all Other Improvements on the Plans and Specifications and mark such Other Improvements in the field in order to verify their locations. Grantee must also use all reasonable methods when working on or near Grantor property to determine if any Other Improvements (fiber optic, cable, communication or otherwise) may exist. The Grantee agrees to keep the above-described premises free and clear from combustible materials and to cut and remove or cause to be cut and removed at its sole expense all weeds and vegetation on said premises, said work of cutting and removal to be done at such times and with such frequency as to comply with Grantee and local laws and regulations and abate any and all hazard of fire.

Section 6 Taxes and Recording Fees. Grantee shall pay when due any taxes, assessments or other charges (collectively, "**Taxes**") levied or assessed upon the Improvements by any governmental or quasi-governmental body or any Taxes levied or assessed against Grantor or the Premises that are attributable to the Improvements. Grantee agrees to purchase, affix and cancel any and all documentary stamps in the amount prescribed by statute, and to pay any and all required transfer taxes, excise taxes and any and all fees incidental to recordation of the Memorandum of Easement. In the event of Grantee's failure to do so, if Grantor shall become obligated to do so, Grantee shall be liable for all costs, expenses and judgments to or against Grantor, including all of Grantor's legal fees and expenses.

Section 7 Environmental.

7.1 Compliance with Environmental Laws. Grantee shall strictly comply with all federal, state and local environmental Laws in its use of the Premises, including, but not limited to, the Resource Conservation and Recovery Act, as amended (RCRA), the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Toxic Substances Control Act (collectively referred to as the "**Environmental Laws**"). Grantee shall not maintain a "treatment," "storage," "transfer" or "disposal" facility, or "underground storage tank," as those terms are defined by Environmental Laws, on the Premises. Grantee shall not handle, transport, release or suffer the release of "hazardous waste" or "hazardous substances", as "hazardous waste" and "hazardous substances" may now or in the future be defined by any Environmental Laws.

7.2 Notice of Release. Grantee shall give Grantor immediate notice to Grantor's Resource Operations Center at (800) 832-5452 of any release of hazardous substances on or from the Premises, violation of Environmental Laws, or inspection or inquiry by governmental authorities charged with enforcing Environmental Laws with respect to Grantee's use of the Premises. Grantee shall use its best efforts to promptly respond to any release on or from the Premises. Grantee also shall give Grantor immediate notice of all measures undertaken on behalf of Grantee to investigate, remediate, respond to or otherwise cure such release or violation.

7.3 Remediation of Release. In the event that Grantor has notice from Grantee or otherwise of a release or violation of Environmental Laws which occurred or may occur during the term of this Easement Agreement, Grantor may require Grantee, at Grantee's sole risk and expense, to take timely measures to



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investigate, remediate, respond to or otherwise cure such release or violation affecting the Premises. If during the construction or subsequent maintenance of the Improvements, soils or other materials considered to be environmentally contaminated are exposed, Grantee will remove and safely dispose of said contaminated soils. Determination of soils contamination and applicable disposal procedures thereof, will be made only by an agency having the capacity and authority to make such a determination.

7.4 Preventative Measures. Grantee shall promptly report to Grantor in writing any conditions or activities upon the Premises known to Grantee which create a risk of harm to persons, property or the environment and shall take whatever action is necessary to prevent injury to persons or property arising out of such conditions or activities; provided, however, that Grantee's reporting to Grantor shall not relieve Grantee of any obligation whatsoever imposed on it by this Easement Agreement. Grantee shall promptly respond to Grantor's request for information regarding said conditions or activities.

7.5 Evidence of Compliance. Grantee agrees periodically to furnish Grantor with proof satisfactory to Grantor that Grantee is in compliance with this **Section 7**. Should Grantee not comply fully with the above-stated obligations of this **Section 7**, notwithstanding anything contained in any other provision hereof, Grantor may, at its option, terminate this Easement Agreement by serving five (5) days' notice of termination upon Grantee. Upon termination, Grantee shall remove the Improvements and restore the Premises as provided in **Section 9**.

Section 8 Default and Termination

8.1 Grantor's Performance Rights. If at any time Grantee, or Grantee's Contractors, fails to properly perform its obligations under this Easement Agreement, Grantor, in its sole discretion, may: (i) seek specific performance of the unperformed obligations, or (ii) at Grantee's sole cost, may arrange for the performance of such work as Grantor deems necessary for the safety of its rail operations, activities and property, or to avoid or remove any interference with the activities or property of Grantor, or anyone or anything present on the rail corridor or property with the authority or permission of Grantor. Grantee shall promptly reimburse Grantor for all costs of work performed on Grantee's behalf upon receipt of an invoice for such costs. Grantor's failure to perform any obligations of Grantee or Grantee's Contractors shall not alter the liability allocation set forth in this Easement Agreement.

8.2 Abandonment. Grantor may, at its option, terminate this Easement Agreement by serving five (5) days' notice in writing upon Grantee if Grantee should abandon or cease to use the Premises for the Easement Purpose. Any waiver by Grantor of any default or defaults shall not constitute a waiver of the right to terminate this Easement Agreement for any subsequent default or defaults, nor shall any such waiver in any way affect Grantor's ability to enforce any section of this Easement Agreement.



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8.3 Effect of Termination or Expiration. Neither termination nor expiration will release Grantee from any liability or obligation under this Easement, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date of termination or expiration, or, if later, the date the Premises are restored as required by **Section 9**.

8.4 Non-exclusive Remedies. The remedies set forth in this **Section 8** shall be in addition to, and not in limitation of, any other remedies that Grantor may have under the C&M Agreement, at law or in equity.

Section 9 Surrender of Premises.

9.1 Removal of Improvements and Restoration. Upon termination of this Easement Agreement, whether by abandonment of the Easement or by the exercise of Grantor's termination rights hereunder, Grantee shall, at its sole cost and expense, immediately perform the following:

- (a) remove all or such portion of Grantee's Improvements and all
- (b) appurtenances thereto from the Premises, as Grantor directs at Grantor's sole discretion;
- (c) repair and restore any damage to the Premises arising from, growing out of, or connected with Grantee's use of the Premises;
- (d) remedy any unsafe conditions on the Premises created or aggravated by Grantee; and
- (e) leave the Premises in the condition which existed as of the Effective Date.

9.2 Limited License for Entry. If this Easement Agreement is terminated, Grantor may direct Grantee to undertake one or more of the actions set forth above, at Grantee's sole cost, in which case Grantee shall have a limited license to enter upon the Premises to the extent necessary to undertake the actions directed by Grantor. The terms of this limited license include all of Grantee's obligations under this Easement Agreement. Termination will not release Grantee from any liability or obligation under this Easement Agreement, whether of indemnity or otherwise, resulting from any acts, omissions or events happening prior to the date of termination, or, if later,



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the date when Grantee's Improvements are removed and the Premises are restored to the condition that existed as of the Effective Date. If Grantee fails to surrender the Premises to Grantor upon any termination of the Easement, all liabilities and obligations of Grantee hereunder shall continue in effect until the Premises are surrendered.

Section 10 **Liens.** Grantee shall promptly pay and discharge any and all liens arising out of any construction, alterations or repairs done, suffered or permitted to be done by Grantee on the Premises or attributable to Taxes that are the responsibility of Grantee pursuant to **Section 6**. Grantor is hereby authorized to post any notices or take any other action upon or with respect to the Premises that is or may be permitted by Law to prevent the attachment of any such liens to any portion of the Premises; provided, however, that failure of Grantor to take any such action shall not relieve Grantee of any obligation or liability under this **Section 10** or any other section of this Easement Agreement.

Section 11 **Tax Exchange.** Grantor may assign its rights (but not its obligations) under this Easement Agreement to Goldfinch Exchange Company LLC, an exchange intermediary, in order for Grantor to effect an exchange under Section 1031 of the Internal Revenue Code. In such event, Grantor shall provide Grantee with a Notice of Assignment, attached as Exhibit C, and Grantee shall execute an acknowledgement of receipt of such notice.

Section 12 **Notices.** Any notice required or permitted to be given hereunder by one party to the other shall be delivered in the manner set forth in the C&M Agreement. Notices to Grantor under this Easement shall be delivered to the following address: BNSF Railway Company, Real Estate Department, 2500 Lou Menk Drive, Ft. Worth, TX 76131, Attn: Permits, or such other address as Grantor may from time to time direct by notice to Grantee.

Section 13 **Recordation.** It is understood and agreed that this Easement Agreement shall not be in recordable form and shall not be placed on public record and any such recording shall be a breach of this Easement Agreement. Grantor and Grantee shall execute a Memorandum of Easement in the form attached hereto as **Exhibit "B"** (the "**Memorandum of Easement**") subject to changes required, if any, to conform such form to local recording requirements. **[*IF LEGAL DESCRIPTION IS NOT AVAILABLE USE THE FOLLOWING IN PLACE OF THE PRIOR SENTENCE: As of the Effective Date, a legal description of the Premises is not available. Grantee and Grantor shall work together in good faith to establish the legal description for the Premises. Once Grantor and Grantee have approved the legal description, Grantor and Grantee shall execute a Memorandum of Easement in the form attached hereto as Exhibit "B" (the "Memorandum of Easement").]** The Memorandum of Easement shall be



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recorded in the real estate records in the county where the Premises are located. If a Memorandum of Easement is not executed by the parties and recorded as described above within ____ days of the Effective Date, Grantor shall have the right to terminate this Easement Agreement upon notice to Grantee.

Section 14 Miscellaneous.

14.1 All questions concerning the interpretation or application of provisions of this Easement Agreement shall be decided according to the substantive Laws of the State of **[Texas]** without regard to conflicts of law provisions.

14.2 In the event that Grantee consists of two or more parties, all the covenants and agreements of Grantee herein contained shall be the joint and several covenants and agreements of such parties. This instrument and all of the terms, covenants and provisions hereof shall inure to the benefit of and be binding upon each of the parties hereto and their respective legal representatives, successors and assigns and shall run with and be binding upon the Premises.

14.3 If any action at law or in equity is necessary to enforce or interpret the terms of this Easement Agreement, the prevailing party or parties shall be entitled to reasonable attorneys' fees, costs and necessary disbursements in addition to any other relief to which such party or parties may be entitled.

14.4 If any provision of this Easement Agreement is held to be illegal, invalid or unenforceable under present or future Laws, such provision will be fully severable and this Easement Agreement will be construed and enforced as if such illegal, invalid or unenforceable provision is not a part hereof, and the remaining provisions hereof will remain in full force and effect. In lieu of any illegal, invalid or unenforceable provision herein, there will be added automatically as a part of this Easement Agreement a provision as similar in its terms to such illegal, invalid or unenforceable provision as may be possible and be legal, valid and enforceable.

14.5 This Easement Agreement and the C&M Agreement, which is incorporated herein, is the full and complete agreement between Grantor and Grantee with respect to all matters relating to Grantee's use of the Premises, and supersedes any and all other agreements between the parties hereto relating to Grantee's use of the Premises as described herein. However, nothing herein is intended to terminate any surviving obligation of Grantee or Grantee's obligation to defend and hold Grantor harmless in any prior written agreement between the parties.

14.6 Time is of the essence for the performance of this Easement Agreement.



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Section 15. Administrative Fee. Grantee acknowledges that a material consideration for this agreement, without which it would not be made, is the agreement between Grantee and Grantor, that the Grantee shall pay upon return of this Easement Agreement signed by Grantee to Grantor's Broker a processing fee in the amount of \$_____ over and above the agreed upon acquisition price. Said fee shall be made payable to BNSF Railway Company by a separate check.

Witness the execution of this Easement Agreement as of the date first set forth above.

GRANTOR:

BNSF RAILWAY COMPANY, a Delaware corporation

By: _____
Name: _____
Title: _____

GRANTEE:

_____,
a _____

By: _____
Name: _____
Title: _____



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EXHIBIT "A"

Premises



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EXHIBIT "B"

MEMORANDUM OF EASEMENT

THIS MEMORANDUM OF EASEMENT is hereby executed this _____ day of _____, 201_, by and between **BNSF RAILWAY COMPANY**, a Delaware corporation ("**Grantor**"), whose address for purposes of this instrument is 2500 Lou Menk Drive, Fort Worth, Texas 76131, and _____, a _____ ("**Grantee**"), whose address for purposes of this instrument is _____, which terms "Grantor" and "Grantee" shall include, wherever the context permits or requires, singular or plural, and the heirs, legal representatives, successors and assigns of the respective parties:

WITNESSETH:

WHEREAS, Grantor owns or controls certain real property situated in _____ County, _____ as described on **Exhibit "A"** attached hereto and incorporated herein by reference (the "**Premises**");

WHEREAS, Grantor and Grantee entered into an Easement Agreement, dated _____, 201_ (the "**Easement Agreement**") which set forth, among other things, the terms of an easement granted by Grantor to Grantee over and across the Premises (the "**Easement**"); and

WHEREAS, Grantor and Grantee desire to memorialize the terms and conditions of the Easement Agreement of record.

For valuable consideration the receipt and sufficiency of which are hereby acknowledged, Grantor does grant unto Grantee and Grantee does hereby accept from Grantor the Easement over and across the Premises.

The term of the Easement, unless sooner terminated under provisions of the Easement Agreement, shall be perpetual.

All the terms, conditions, provisions and covenants of the Easement Agreement are incorporated herein by this reference for all purposes as though written out at length herein, and both the Easement Agreement and this Memorandum of Easement shall be deemed to constitute a single instrument or document. This Memorandum of Easement is not intended to amend,



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modify, supplement, or supersede any of the provisions of the Easement Agreement and, to the extent there may be any conflict or inconsistency between the Easement Agreement or this Memorandum of Easement, the Easement Agreement shall control.

END OF PAGE – SIGNATURE PAGE FOLLOWS



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IN WITNESS WHEREOF, Grantor and Grantee have executed this Memorandum of Easement to as of the date and year first above written.

GRANTOR:

BNSF RAILWAY COMPANY, a Delaware corporation

By: _____
Name: _____
Title: _____

STATE OF TEXAS

§

§

COUNTY OF TARRANT

§

This instrument was acknowledged before me on the _____ day of _____, 20____,
by _____ (name) as
_____(title) of **BNSF RAILWAY COMPANY**, a Delaware
corporation.

Notary Public

My appointment expires: _____

(Seal)



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GRANTEE:

_____,

By: _____
Name: _____
Title: _____

STATE OF _____

§

COUNTY OF _____

§

§

This instrument was acknowledged before me on the _____ day of _____, 20__, by _____ (name) as _____ (title) of _____, a _____.

Notary Public

My appointment expires: _____

(Seal)



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EXHIBIT "C"

CONTRACTOR REQUIREMENTS

1) General

- A. The Contractor must cooperate with BNSF RAILWAY COMPANY, hereinafter referred to as "Railway" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the construction of
-
-
-
- B. The Contractor must execute and deliver to the Railway duplicate copies of the Exhibit "C-1" Agreement, in the form attached hereto, obligating the Contractor to provide and maintain in full force and effect the insurance called for under Section 3 of said Exhibit "C-1". Questions regarding procurement of the Railroad Protective Liability Insurance should be directed to Rosa Martinez at Marsh, USA, 214-303-8519.
- C. The Contractor must plan, schedule and conduct all work activities so as not to interfere with the movement of any trains on Railway Property.
- D. The Contractor's right to enter Railway's Property is subject to the absolute right of Railway to cause the Contractor's work on Railway's Property to cease if, in the opinion of Railway, Contractor's activities create a hazard to Railway's Property, employees, and/or operations. Railway will have the right to stop construction work on the Project if any of the following events take place: (i) Contractor (or any of its subcontractors) performs the Project work in a manner contrary to the plans and specifications approved by Railway; (ii) Contractor (or any of its subcontractors), in Railway's opinion, prosecutes the Project work in a manner which is hazardous to Railway property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the Project; or (iv) Contractor fails to pay Railway for the Temporary Construction License or the Easement. The work stoppage will continue until all necessary actions are taken by Contractor or its subcontractor to rectify the situation to the satisfaction of Railway's Division Engineer or until additional insurance has been delivered to and accepted by Railway. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, Railway may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of Railway. Railway's right to stop the work is in addition to any other rights Railway may have including, but not limited to, actions or suits for damages or lost profits. In the event that Railway desires to stop construction work on the Project, Railway agrees to immediately notify the following individual in writing:



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- E. The Contractor is responsible for determining and complying with all Federal, State and Local Governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, CERCLA), and health and safety laws and regulations. The Contractor hereby indemnifies, defends and holds harmless Railway for, from and against all fines or penalties imposed or assessed by Federal, State and Local Governmental Agencies against the Railway which arise out of Contractor's work under this Agreement.
- F. The Contractor must notify **(Agency)** at () and Railway's Manager Public Projects, telephone number () at least thirty (30) calendar days before commencing any work on Railway Property. Contractor's notification to Railway must refer to Railway's file .
- G. For any bridge demolition and/or falsework above any tracks or any excavations located with any part of the excavations located within, whichever is greater, twenty-five (25) feet of the nearest track or intersecting a slope from the plane of the top of rail on a 2 horizontal to 1 vertical slope beginning at eleven (11) feet from centerline of the nearest track, both measured perpendicular to center line of track, the Contractor must furnish the Railway five sets of working drawings showing details of construction affecting Railway Property and tracks. The working drawing must include the proposed method of installation and removal of falsework, shoring or cribbing, not included in the contract plans and two sets of structural calculations of any falsework, shoring or cribbing. For all excavation and shoring submittal plans, the current "BNSF-UPRR Guidelines for Temporary Shoring" must be used for determining the design loading conditions to be used in shoring design, and all calculations and submittals must be in accordance with the current "BNSF-UPRR Guidelines for Temporary Shoring". All submittal drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. All calculations must take into consideration railway surcharge loading and must be designed to meet American Railway Engineering and Maintenance-of-Way Association (previously known as American Railway Engineering Association) Coopers E-80 live loading standard. All drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. The Contractor must not begin work until notified by the Railway that plans have been approved. The Contractor will be required to use lifting devices such as, cranes and/or winches to place



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or to remove any falsework over Railway's tracks. In no case will the Contractor be relieved of responsibility for results obtained by the implementation of said approved plans.

- H. Subject to the movement of Railway's trains, Railway will cooperate with the Contractor such that the work may be handled and performed in an efficient manner. The Contractor will have no claim whatsoever for any type of damages or for extra or additional compensation in the event his work is delayed by the Railway.

2) Contractor Safety Orientation

- A. No employee of the Contractor, its subcontractors, agents or invitees may enter Railway Property without first having completed Railway's Engineering Contractor Safety Orientation, found on the web site www.BNSFContractor.com. The Contractor must ensure that each of its employees, subcontractors, agents or invitees completes Railway's Engineering Contractor Safety Orientation through internet sessions before any work is performed on the Project. Additionally, the Contractor must ensure that each and every one of its employees, subcontractors, agents or invitees possesses a card certifying completion of the Railway Contractor Safety Orientation before entering Railway Property. The Contractor is responsible for the cost of the Railway Contractor Safety Orientation. The Contractor must renew the Railway Contractor Safety Orientation annually. Further clarification can be found on the web site or from the Railway's Representative.

3) Railway Requirements

- A. The Contractor must take protective measures as are necessary to keep railway facilities, including track ballast, free of sand, debris, and other foreign objects and materials resulting from his operations. Any damage to railway facilities resulting from Contractor's operations will be repaired or replaced by Railway and the cost of such repairs or replacement must be paid for by the Agency.
- B. The Contractor must notify the Railway's Division Engineer _____ at (_____) _____ and provide blasting plans to the Railway for review seven (7) calendar days prior to conducting any blasting operations adjacent to or on Railway's Property.
- C. The Contractor must abide by the following temporary clearances during construction:
- 15'-0" Horizontally from centerline of nearest track
 - 21'-6" Vertically above top of rail
 - 27'-0" Vertically above top of rail for electric wires carrying less than 750 volts
 - 28'-0" Vertically above top of rail for electric wires carrying 750 volts to 15,000 volts



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- 30'-0" Vertically above top of rail for electric wires carrying 15,000 volts to 20,000 volts
- 34'-0" Vertically above top of rail for electric wires carrying more than 20,000 volts

D. Upon completion of construction, the following clearances shall be maintained:

- 25' Horizontally from centerline of nearest track
- 23' 6" Vertically above top of rail

E. Any infringement within State statutory clearances due to the Contractor's operations must be submitted to the Railway and to the (Agency) and must not be undertaken until approved in writing by the Railway, and until the (Agency) has obtained any necessary authorization from the State Regulatory Authority for the infringement. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railway approval, and/or the State Regulatory Authority's approval.

F. In the case of impaired vertical clearance above top of rail, Railway will have the option of installing tell-tales or other protective devices Railway deems necessary for protection of Railway operations. The cost of tell-tales or protective devices will be borne by the Agency.

G. The details of construction affecting the Railway's Property and tracks not included in the contract plans must be submitted to the Railway by (Agency) for approval before work is undertaken and this work must not be undertaken until approved by the Railway.

H. At other than public road crossings, the Contractor must not move any equipment or materials across Railway's tracks until permission has been obtained from the Railway. The Contractor must obtain a "Temporary Construction Crossing Agreement" from the Railway prior to moving his equipment or materials across the Railways tracks. The temporary crossing must be gated and locked at all times when not required for use by the Contractor. The temporary crossing for use of the Contractor will be constructed and, at the completion of the project, removed at the expense of the Contractor.

I. Discharge, release or spill on the Railway Property of any hazardous substances, oil, petroleum, constituents, pollutants, contaminants, or any hazardous waste is prohibited and Contractor must immediately notify the **Railway's Resource Operations Center at 1(800) 832-5452**, of any discharge, release or spills in excess of a reportable quantity. Contractor must not allow Railway Property to become a treatment, storage or transfer facility as those terms are defined in the Resource Conservation and Recovery Act or any state analogue.

J. The Contractor upon completion of the work covered by this contract, must promptly remove from the Railway's Property all of Contractor's tools, equipment, implements and other materials, whether brought upon said property by said Contractor or any



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Subcontractor, employee or agent of Contractor or of any Subcontractor, and must cause Railway's Property to be left in a condition acceptable to the Railway's representative.

4) Contractor Roadway Worker on Track Safety Program and Safety Action Plan

- A.** Each Contractor that will perform work within 25 feet of the centerline of a track must develop and implement a Roadway Worker Protection/On Track Safety Program and work with Railway Project Representative to develop an on track safety strategy as described in the guidelines listed in the on track safety portion of the Safety Orientation. This Program must provide Roadway Worker protection/on track training for all employees of the Contractor, its subcontractors, agents or invitees. This training is reinforced at the job site through job safety briefings. Additionally, each Contractor must develop and implement the Safety Action Plan, as provided for on the web site www.BNSFContractor.com, which will be made available to Railway prior to commencement of any work on Railway Property. During the performance of work, the Contractor must audit its work activities. The Contractor must designate an on-site Project Supervisor who will serve as the contact person for the Railway and who will maintain a copy of the Safety Action Plan, safety audits, and Material Safety Datasheets (MSDS), at the job site.
- B.** Contractor shall have a background investigation performed on all of its employees, subcontractors and agents who will be performing any services for Railroad under this Agreement which are determined by Railroad in its sole discretion **a)** to be on Railroad's property, or **b)** that require access to Railroad Critical Infrastructure, Railroad Critical Information Systems, Railroad's Employees, Hazardous Materials on Railroad's property or is being transported by or otherwise in the custody of Railroad, or Freight in Transit involving Railroad.
- i) The required background screening shall at a minimum meet the rail industry background screening criteria defined by the e-RAILSAFE Program as outlined at www.eVerifile.com, in addition to any other applicable regulatory requirements.
 - ii) Contractor shall obtain written consent from all its employees, subcontractors or agents screened in compliance with the e-RAILSAFE Program to participate in the Program on their behalf and to release completed background information to Railroad's designee. Contractor shall be subject to periodic audit to ensure compliance.
 - iii) Contractor subject to the e-RAILSAFE Program hereunder shall not permit any of its employees, subcontractors or agents to perform services hereunder who are not first approved under e-RAILSAFE Program standards. Railroad shall have the right to deny entry onto its premises or access as described in this section above to any of Contractor's employees, subcontractors or agents who do not display the authorized identification badge issued by a background screening service meeting the standards



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set forth in the e-RAILSAFE Program, or who in Railroad's opinion, which may not be unreasonable, may pose a threat to the safety or security of Railroad's operations, assets or personnel.

- iv) Contractors shall be responsible for ensuring that its employees, subcontractors and agents are United States citizens or legally working in the United States under a lawful and appropriate work VISA or other work authorization.

5) Railway Flagger Services

- A.** The Contractor must give Railway's **Roadmaster (telephone _____)** a minimum of thirty (30) calendar days advance notice when flagging services will be required so that the Roadmaster can make appropriate arrangements (i.e., bulletin the flagger's position). If flagging services are scheduled in advance by the Contractor and it is subsequently determined by the parties hereto that such services are no longer necessary, the Contractor must give the Roadmaster five (5) working days advance notice so that appropriate arrangements can be made to abolish the position pursuant to union requirements.
- B.** Unless determined otherwise by Railway's Project Representative, Railway flagger will be required and furnished when Contractor's work activities are located over, under and/or within twenty-five (25) feet measured horizontally from centerline of the nearest track and when cranes or similar equipment positioned beyond 25-feet from the track centerline could foul the track in the event of tip over or other catastrophic occurrence, but not limited thereto for the following conditions:
 - i) When, upon inspection by Railway's Representative, other conditions warrant.
 - ii) When any excavation is performed below the bottom of tie elevation, if, in the opinion of Railway's representative, track or other Railway facilities may be subject to movement or settlement.
 - iii) When work in any way interferes with the safe operation of trains at timetable speeds.
 - iv) When any hazard is presented to Railway track, communications, signal, electrical, or other facilities either due to persons, material, equipment or blasting in the vicinity.
 - v) Special permission must be obtained from the Railway before moving heavy or cumbersome objects or equipment which might result in making the track impassable.
- C.** Flagging services will be performed by qualified Railway flaggers.



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- i) Flagging crew generally consists of one employee. However, additional personnel may be required to protect Railway Property and operations, if deemed necessary by the Railways Representative.
- ii) Each time a flagger is called, the minimum period for billing will be the eight (8) hour basic day.
- iii) The cost of flagger services provided by the Railway will be borne by **(Agency)**. The estimated cost for one (1) flagger is approximately between \$800.00-\$1,600.00 for an eight (8) hour basic day with time and one-half or double time for overtime, rest days and holidays. The estimated cost for each flagger includes vacation allowance, paid holidays, Railway and unemployment insurance, public liability and property damage insurance, health and welfare benefits, vehicle, transportation, meals, lodging, radio, equipment, supervision and other costs incidental to performing flagging services. Negotiations for Railway labor or collective bargaining agreements and rate changes authorized by appropriate Federal authorities may increase actual or estimated flagging rates. **THE FLAGGING RATE IN EFFECT AT THE TIME OF PERFORMANCE BY THE CONTRACTOR HEREUNDER WILL BE USED TO CALCULATE THE ACTUAL COSTS OF FLAGGING PURSUANT TO THIS PARAGRAPH.**
- iv) The average train traffic on this route is _____ freight trains per 24-hour period at a timetable speed _____ MPH and _____ passenger trains at a timetable speed of _____ MPH.

6) Contractor General Safety Requirements

- A.** Work in the proximity of railway track(s) is potentially hazardous where movement of trains and equipment can occur at any time and in any direction. All work performed by contractors within 25 feet of any track must be in compliance with FRA Roadway Worker Protection Regulations.
- B.** Before beginning any task on Railway Property, a thorough job safety briefing must be conducted with all personnel involved with the task and repeated when the personnel or task changes. If the task is within 25 feet of any track, the job briefing must include the Railway's flagger, as applicable, and include the procedures the Contractor will use to protect its employees, subcontractors, agents or invitees from moving any equipment adjacent to or across any Railway track(s).
- C.** Workers must not work within 25 feet of the centerline of any track without an on track safety strategy approved by the Railway's Project Representative. When authority is provided, every contractor employee must know: (1) who the Railway flagger is, and how to contact the flagger, (2) limits of the authority, (3) the method of communication to stop



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and resume work, and (4) location of the designated places of safety. Persons or equipment entering flag/work limits that were not previously job briefed, must notify the flagger immediately, and be given a job briefing when working within 25 feet of the center line of track.

- D. When Contractor employees are required to work on the Railway Property after normal working hours or on weekends, the Railway's representative in charge of the project must be notified. A minimum of two employees must be present at all times.
- E. Any employees, agents or invitees of Contractor or its subcontractors under suspicion of being under the influence of drugs or alcohol, or in the possession of same, will be removed from the Railway's Property and subsequently released to the custody of a representative of Contractor management. Future access to the Railway's Property by that employee will be denied.
- F. Any damage to Railway Property, or any hazard noticed on passing trains must be reported immediately to the Railway's representative in charge of the project. Any vehicle or machine which may come in contact with track, signal equipment, or structure (bridge) and could result in a train derailment must be reported immediately to the Railway representative in charge of the project and to the Railway's Resource Operations Center at 1(800) 832-5452. Local emergency numbers are to be obtained from the Railway representative in charge of the project prior to the start of any work and must be posted at the job site.
- G. For safety reasons, all persons are prohibited from having pocket knives, firearms or other deadly weapons in their possession while working on Railway's Property.
- H. All personnel protective equipment (PPE) used on Railway Property must meet applicable OSHA and ANSI specifications. Current Railway personnel protective equipment requirements are listed on the web site, www.BNSFContractor.com, however, a partial list of the requirements include: a) safety glasses with permanently affixed side shields (no yellow lenses); b) hard hats; c) safety shoe with: hardened toes, above-the-ankle lace-up and a defined heel; and d) high visibility retro-reflective work wear. The Railway's representative in charge of the project is to be contacted regarding local specifications for meeting requirements relating to hi-visibility work wear. Hearing protection, fall protection, gloves, and respirators must be worn as required by State and Federal regulations. **(NOTE – Should there be a discrepancy between the information contained on the web site and the information in this paragraph, the web site will govern.)**
- I. **THE CONTRACTOR MUST NOT PILE OR STORE ANY MATERIALS, MACHINERY OR EQUIPMENT CLOSER THAN 25'-0" TO THE CENTER LINE OF THE NEAREST RAILWAY TRACK. MATERIALS, MACHINERY OR EQUIPMENT MUST NOT BE STORED OR LEFT WITHIN 250 FEET OF ANY HIGHWAY/RAIL AT-GRADE**



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CROSSINGS OR TEMPORARY CONSTRUCTION CROSSING, WHERE STORAGE OF THE SAME WILL OBSTRUCT THE VIEW OF A TRAIN APPROACHING THE CROSSING. PRIOR TO BEGINNING WORK, THE CONTRACTOR MUST ESTABLISH A STORAGE AREA WITH CONCURRENCE OF THE RAILWAY'S REPRESENTATIVE.

- J. Machines or vehicles must not be left unattended with the engine running. Parked machines or equipment must be in gear with brakes set and if equipped with blade, pan or bucket, they must be lowered to the ground. All machinery and equipment left unattended on Railway's Property must be left inoperable and secured against movement. (See internet Engineering Contractor Safety Orientation program for more detailed specifications)
- K. Workers must not create and leave any conditions at the work site that would interfere with water drainage. Any work performed over water must meet all Federal, State and Local regulations.
- L. All power line wires must be considered dangerous and of high voltage unless informed to the contrary by proper authority. For all power lines the minimum clearance between the lines and any part of the equipment or load must be; 200 KV or below - 15 feet; 200 to 350 KV - 20 feet; 350 to 500 KV - 25 feet; 500 to 750 KV - 35 feet; and 750 to 1000 KV - 45 feet. If capacity of the line is not known, a minimum clearance of 45 feet must be maintained. A person must be designated to observe clearance of the equipment and give a timely warning for all operations where it is difficult for an operator to maintain the desired clearance by visual means.

7) Excavation

- A. Before excavating, the Contractor must determine whether any underground pipe lines, electric wires, or cables, including fiber optic cable systems are present and located within the Project work area. The Contractor must determine whether excavation on Railway's Property could cause damage to buried cables resulting in delay to Railway traffic and disruption of service to users. Delays and disruptions to service may cause business interruptions involving loss of revenue and profits. Before commencing excavation, the Contractor must contact **BNSF's Field Engineering Representative (_____)**. All underground and overhead wires will be considered HIGH VOLTAGE and dangerous until verified with the company having ownership of the line. **It is the Contractor's responsibility to notify any other companies that have underground utilities in the area and arrange for the location of all underground utilities before excavating.**
- B. The Contractor must cease all work and notify the Railway immediately before continuing excavation in the area if obstructions are encountered which do not appear on drawings. If the obstruction is a utility and the owner of the utility can be identified, then the Contractor must also notify the owner immediately. If there is any doubt about the location of



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underground cables or lines of any kind, no work must be performed until the exact location has been determined. There will be no exceptions to these instructions.

- C. All excavations must be conducted in compliance with applicable OSHA regulations and, regardless of depth, must be shored where there is any danger to tracks, structures or personnel.
- D. Any excavations, holes or trenches on the Railway's Property must be covered, guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas must be secured and left in a condition that will ensure that Railway employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations must be back filled as soon as possible.

8) Hazardous Waste, Substances and Material Reporting:

- A. If Contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railway's Property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this Agreement, Contractor must immediately: (a) notify the Railway's Resource Operations Center at 1(800) 832-5452, of such discovery: (b) take safeguards necessary to protect its employees, subcontractors, agents and/or third parties: and (c) exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release.

9) Personal Injury Reporting

- A. The Railway is required to report certain injuries as a part of compliance with Federal Railroad Administration (FRA) reporting requirements. Any personal injury sustained by an employee of the Contractor, subcontractor or Contractor's invitees while on the Railway's Property must be reported immediately (by phone mail if unable to contact in person) to the Railway's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form contained herein is to be completed and sent by Fax to the Railway at 1(817) 352-7595 and to the Railway's Project Representative no later than the close of shift on the date of the injury.



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NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

(If injuries are in connection with rail equipment accident/incident, highway rail grade crossing accident or automobile accident, ensure that appropriate information is obtained, forms completed and that data entry personnel are aware that injuries relate to that specific event.)

Injured Person Type:

- | | |
|---|--|
| ☐ Passenger on train (C) | ☐ Non-employee (N)
<i>(i.e., emp of another railroad, or, non-BNSF emp involved in vehicle accident, including company vehicles)</i> |
| ☐ Contractor/safety | ☐ Contractor/non-safety sensitive (G) |
| ☐ Volunteer/safety sensitive (H) | ☐ Volunteer/other non-safety sensitive (I) |
| ☐ Non-trespasser (D) - to include highway users involved in highway rail grade crossing accidents who did not go around or through gates | |
| ☐ Trespasser (E) - to include highway users involved in highway rail grade crossing accidents who went around or through gates | |
| ☐ Non-trespasser (J) - Off railroad property | |

If train involved, Train ID:

Transmit attached information to Accident/Incident Reporting Center by:
Fax 1-817-352-7595 or by Phone 1-800-697-6736 or email to: Accident-Reporting.Center@BNSF.com

Officer Providing Information:

_____	_____	_____
(Name)	(Employee No.)	(Phone #)

REPORT PREPARED TO COMPLY WITH FEDERAL ACCIDENT REPORTING REQUIREMENTS AND PROTECTED FROM DISCLOSURE PURSUANT TO 49 U.S.C. 20903 AND 83 U.S.C. 490

NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

Please complete this form and provide to the BNSF supervisor, who will input this information into the EHS Star system. For questions, call (817) 352-1267 or email Safety.IncidentReporting@BNSF.com.

Accident City/State: _____ Date: _____ Time: _____

County: _____ Temperature: _____ Weather: _____
(if non-BNSF location)

Name (Last/First/MI): _____

Age: _____ Gender (if available): _____

Company: _____

eRailsafe Badge Number: _____ Expiration Date: _____

BNSF Contractor Badge Number: _____ Expiration Date: _____

Injury: _____ Body Part: _____
(e.g., laceration) (e.g., hand)

Description of accident (including how accident occurred, potential cause, etc.):

Work activity in progress at time of accident: _____

Tools, machinery, or hazardous materials involved in accident: _____

Treatment:

- ☐ First Aid Only
☐ Required Medical Treatment
☐ Other Medical Treatment: _____

Dr. Name: _____ Date: _____

Dr. Street Address: _____ City: _____ State: _____ Zip: _____

Hospital Name: _____

Hospital Street Address: _____ City: _____ State: _____ Zip: _____

Diagnosis: _____

THIS REPORT IS PART OF BNSF'S ACCIDENT REPORT PURSUANT TO THE ACCIDENT REPORTS STATUTE AND, AS SUCH SHALL NOT "BE ADMITTED AS EVIDENCE OR USED FOR ANY PURPOSE IN ANY SUIT OR ACTION FOR DAMAGES GROWING OUT OF ANY MATTER MENTIONED IN SAID REPORT...." 49 U.S.C. § 20903. See 49 C.F.R. § 225.7(b).



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EXHIBIT "C-1"

**Agreement Between
BNSF RAILWAY COMPANY
and the
CONTRACTOR**

Railway File: _____

Agency Project: _____

Maricopa County Department Of Transportation, a/an (hereinafter called "Contractor"), has entered into an agreement (hereinafter called "Agreement") dated _____, 20____, [*****Drafter's Note: insert the date of the contract between the Agency and the Contractor here**] with [Drafter's Note: insert the name of the **Agency here**] for the performance of certain work in connection with the following project: _____. Performance of such work will necessarily require Contractor to enter **BNSF RAILWAY COMPANY** (hereinafter called "Railway") right of way and property (hereinafter called "Railway Property"). The Agreement provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for [insert Agency name here] (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Agreement, has agreed and does hereby agree with Railway as follows:

1) RELEASE OF LIABILITY AND INDEMNITY

- A.** Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and



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Contractor's officers and employees, and for loss and damage to property belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENTIONAL MISCONDUCT OR GROSS NEGLIGENCE OF RAILWAY.**

- B. It is mutually negotiated between the parties that the indemnification obligation shall include all claims brought by Contractor's employees against Railway, its agents, servants, employees or otherwise, and Contractor expressly waives its immunity under the industrial insurance act (RCW Title 51) and assumes potential liability for all actions brought by its employees.**
- C. THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE LOCOMOTIVE INSPECTION ACT, WHENEVER SO CLAIMED.**
- D. Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.**



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- E. In addition to any other provision of this Agreement, in the event that all or any portion of this Article shall be deemed to be inapplicable for any reason, including without limitation as a result of a decision of an applicable court, legislative enactment or regulatory order, the parties agree that this Article shall be interpreted as requiring Contractor to indemnify Railway to the fullest extent permitted by applicable law. **THROUGH THIS AGREEMENT THE PARTIES EXPRESSLY INTEND FOR CONTRACTOR TO INDEMNIFY RAILWAY FOR RAILWAY'S ACTS OF NEGLIGENCE.**
- F. It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

2) TERM

- A. This Agreement is effective from the date of the Agreement until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

3) INSURANCE

Contractor shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

Contractor shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

- A. Commercial General Liability insurance. This insurance shall contain broad form contractual liability with a combined single limit of a minimum of \$2,000,000 each occurrence and an aggregate limit of at least \$4,000,000 but in no event less than the amount otherwise carried by the Contractor. Coverage must be purchased on a post 2004 ISO occurrence form or equivalent and include coverage for, but not limit to the following:

- ◆ Bodily Injury and Property Damage
- ◆ Personal Injury and Advertising Injury
- ◆ Fire legal liability
- ◆ Products and completed operations

This policy shall also contain the following endorsements, which shall be indicated on the certificate of insurance:



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- ◆ The definition of insured contract shall be amended to remove any exclusion or other limitation for any work being done within 50 feet of railroad property.
- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- ◆ Additional insured endorsement in favor of and acceptable to Railway.
- ◆ Separation of insureds.
- ◆ The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

It is agreed that the workers' compensation and employers' liability related exclusions in the Commercial General Liability insurance policy(s) required herein are intended to apply to employees of the policy holder and shall not apply to **Railway** employees.

No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy with regard to the work being performed under this agreement.

B. Business Automobile Insurance. This insurance shall contain a combined single limit of at least \$1,000,000 per occurrence, and include coverage for, but not limited to the following:

- ◆ Bodily injury and property damage
- ◆ Any and all vehicles owned, used or hired

The policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- ◆ Additional insured endorsement in favor of and acceptable to Railway.
- ◆ Separation of insureds.
- ◆ The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

C. Workers Compensation and Employers Liability insurance including coverage for, but not limited to:



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- ◆ Contractor's statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
- ◆ Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.

This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- A. Railroad Protective Liability insurance naming only the **Railway** as the Insured with coverage of at least \$2,000,000 per occurrence and \$6,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 12 04 and include the following:
- ◆ Endorsed to include the Pollution Exclusion Amendment
 - ◆ Endorsed to include the Limited Seepage and Pollution Endorsement.
 - ◆ Endorsed to remove any exclusion for punitive damages.
 - ◆ No other endorsements restricting coverage may be added.
 - ◆ The original policy must be provided to the **Railway** prior to performing any work or services under this Agreement
 - ◆ Definition of "Physical Damage to Property" shall be endorsed to read: "means direct and accidental loss of or damage to all property owned by any named insured and all property in any named insured' care, custody, and control arising out of the acts or omissions of the contractor named on the Declarations.

In lieu of providing a Railroad Protective Liability Policy, Licensee may participate (if available) in Railway's Blanket Railroad Protective Liability Insurance Policy.

Other Requirements:

Where allowable by law, all policies (applying to coverage listed above) shall contain no exclusion for punitive damages.

Contractor agrees to waive its right of recovery against **Railway** for all claims and suits against **Railway**. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against **Railway** for all claims and suits. Contractor further waives its right of recovery, and its insurers also



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waive their right of subrogation against **Railway** for loss of its owned or leased property or property under Contractor's care, custody or control.

Allocated Loss Expense shall be in addition to all policy limits for coverages referenced above.

Contractor is not allowed to self-insure without the prior written consent of **Railway**. If granted by **Railway**, any self-insured retention or other financial responsibility for claims shall be covered directly by Contractor in lieu of insurance. Any and all **Railway** liabilities that would otherwise, in accordance with the provisions of this Agreement, be covered by Contractor's insurance will be covered as if Contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.

Prior to commencing services, Contractor shall furnish to **Railway** an acceptable certificate(s) of insurance from an authorized representative evidencing the required coverage(s), endorsements, and amendments. The certificate should be directed to the following address:

BNSF Railway Company
c/o CertFocus
P.O. Box 140528
Kansas City, MO 64114
Toll Free: 877-576-2378
Fax number: 817-840-7487
Email: BNSF@certfocus.com
www.certfocus.com

Contractor shall notify **Railway** in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration.

Any insurance policy shall be written by a reputable insurance company acceptable to **Railway** or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.

If coverage is purchased on a "claims made" basis, Contractor hereby agrees to maintain coverage in force for a minimum of three years after expiration, cancellation or termination of this Agreement. Annually Contractor agrees to provide evidence of such coverage as required hereunder.



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Contractor represents that this Agreement has been thoroughly reviewed by Contractor's insurance agent(s)/broker(s), who have been instructed by Contractor to procure the insurance coverage required by this Agreement.

Not more frequently than once every five years, **Railway** may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.

If any portion of the operation is to be subcontracted by Contractor, Contractor shall require that the subcontractor shall provide and maintain insurance coverage(s) as set forth herein, naming **Railway** as an additional insured, and shall require that the subcontractor shall release, defend and indemnify **Railway** to the same extent and under the same terms and conditions as Contractor is required to release, defend and indemnify **Railway** herein.

Failure to provide evidence as required by this section shall entitle, but not require, **Railway** to terminate this Agreement immediately. Acceptance of a certificate that does not comply with this section shall not operate as a waiver of Contractor's obligations hereunder.

The fact that insurance (including, without limitation, self-insurance) is obtained by Contractor shall not be deemed to release or diminish the liability of Contractor including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by **Railway** shall not be limited by the amount of the required insurance coverage.

In the event of a claim or lawsuit involving **Railway** arising out of this agreement, Contractor will make available any required policy covering such claim or lawsuit.

These insurance provisions are intended to be a separate and distinct obligation on the part of the Contractor. Therefore, these provisions shall be enforceable and Contractor shall be bound thereby regardless of whether or not indemnity provisions are determined to be enforceable in the jurisdiction in which the work covered hereunder is performed.

For purposes of this section, **Railway** shall mean "Burlington Northern Santa Fe LLC", "BNSF Railway Company" and the subsidiaries, successors, assigns and affiliates of each.



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4) SALES AND OTHER TAXES

- A.** In the event applicable sales taxes of a state or political subdivision of a state of the United States are levied or assessed in connection with and directly related to any amounts invoiced by Contractor to Railway ("Sales Taxes"), Railway shall be responsible for paying only the Sales Taxes that Contractor separately states on the invoice or other billing documents provided to Railway; *provided, however*, that (i) nothing herein shall preclude Railway from claiming whatever Sales Tax exemptions are applicable to amounts Contractor bills Railway, (ii) Contractor shall be responsible for all sales, use, excise, consumption, services and other taxes which may accrue on all services, materials, equipment, supplies or fixtures that Contractor and its subcontractors use or consume in the performance of this Agreement, (iii) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) that Contractor fails to separately state on the invoice or other billing documents provided to Railway or fails to collect at the time of payment by Railway of invoiced amounts (except where Railway claims a Sales Tax exemption), and (iv) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) if Contractor fails to issue separate invoices for each state in which Contractor delivers goods, provides services or, if applicable, transfers intangible rights to Railway.
- B.** Upon request, Contractor shall provide Railway satisfactory evidence that all taxes (together with any penalties, fines or interest thereon) that Contractor is responsible to pay under this Agreement have been paid. If a written claim is made against Contractor for Sales Taxes with respect to which Railway may be liable for under this Agreement, Contractor shall promptly notify Railway of such claim and provide Railway copies of all correspondence received from the taxing authority. Railway shall have the right to contest, protest, or claim a refund, in Railway's own name, any Sales Taxes paid by Railway to Contractor or for which Railway might otherwise be responsible for under this Agreement; *provided, however*, that if Railway is not permitted by law to contest any such Sales Tax in its own name, Contractor shall, if requested by Railway at Railway's sole cost and expense, contest in Contractor's own name the validity, applicability or amount of such Sales Tax and allow Railway to control and conduct such contest.
- C.** Railway retains the right to withhold from payments made under this Agreement amounts required to be withheld under tax laws of any jurisdiction. If Contractor is claiming a withholding exemption or a reduction in the withholding rate of any jurisdiction on any payments under this Agreement, before any payments are



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made (and in each succeeding period or year as required by law), Contractor agrees to furnish to Railway a properly completed exemption form prescribed by such jurisdiction. Contractor shall be responsible for any taxes, interest or penalties assessed against Railway with respect to withholding taxes that Railway does not withhold from payments to Contractor.

5) EXHIBIT "C" CONTRACTOR REQUIREMENTS

- A.** The Contractor must observe and comply with all provisions, obligations, requirements and limitations contained in the Agreement, and the Contractor Requirements set forth on Exhibit "C" attached to the Agreement and this Agreement, including, but not be limited to, payment of all costs incurred for any damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site. Contractor shall execute a Temporary Construction Crossing Agreement or Private Crossing Agreement (<http://www.bnsf.com/communities/faqs/permits-real-estate/>), for any temporary crossing requested to aid in the construction of this Project, if approved by BNSF.

6) TRAIN DELAY

- A.** Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.
- B.** For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.
- C.** Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments.



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Contractor is responsible for any train performance and incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.

- D. The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. The rate then in effect at the time of performance by the Contractor hereunder will be used to calculate the actual costs of train delay pursuant to this agreement.
- E. Contractor and its subcontractors must give Railway's representative () () weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.
- F. Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.

SIGNATURE PAGE FOLLOWS



Contract Number: BF-20225604

IN WITNESS WHEREOF, each of the parties hereto has caused this Agreement to be executed by its duly authorized officer the day and year first above written.

BNSF RAILWAY COMPANY

**Maricopa County Department Of
Transportation**

Signature:_____

Signature:_____

Printed Name:_____

Printed Name:_____

Title: Manager Public Projects

Title:_____

Date:_____

Date:_____

Accepted and effective this _____ day of 20__.

Contact Person:_____

Address:_____

City:_____

State:_____

Zip:_____

Fax:_____

Phone:_____

E-mail:_____



Contract Number: BF-20225604

EXHIBIT D

[Insert Cost Estimate for Railroad Work here]



Contract Number: BF-20225604

Exhibit E

[Public Projects Manager's letterhead]

Date: _____

Mr./Ms. _____

[Name of Agency Here]

[Address for Agency]

Re: Final Approval of Plans and Specifications dated _____, 20____,
drafted by _____ **[insert name of architecture or
engineering firm here]** (hereinafter called, the "Plans and
Specifications")

Dear _____:

This letter serves as BNSF RAILWAY COMPANY's ("BNSF") final written approval of the Plans and Specifications covering the construction of _____ **[insert description of the project here]**. This final written approval is given to _____ **[insert name of Agency here]** ("Agency") pursuant to Article III, Section 1 of that certain Underpass Agreement between BNSF and Agency, dated _____, 20____. If the Plans and Specifications are revised by Agency subsequent to the date set forth above, this letter shall no longer serve as final written approval of the Plans and Specifications and Agency must resubmit said Plans and Specifications to BNSF for final written approval.

Regards,

[Public Projects Manager's Name]



Contract Number: BF-20225604

EXHIBIT F

Grade Separations

(FOR USE IN ANY C&M AGREEMENT FOR CONSTRUCTION OF AN OVERPASS OR AN UNDERPASS INITIATED BY A PUBLIC AGENCY)

BNSF PROCESS REQUIREMENTS FOR DESIGN & CONSTRUCTION OF GRADE SEPARATION PROJECTS BY A PUBLIC AGENCY ON BNSF RIGHT OF WAY, WHICH IMPACT BNSF PROPERTY OR OPERATIONS

1.01 General:

- 1.01.01 The Contractor must cooperate with **BNSF RAILWAY COMPANY**, hereinafter referred to as "**Railway**" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the construction of

- 1.01.02 Definitions:
 - **Operationally Critical, (OC):** defined as Work that requires a submittal and acceptance by BNSF, which impacts, or could impact BNSF operations, on BNSF right-of-way or adjacent to it.
 - **Acceptance:** BNSF's response to plan submittals indicating a notice to proceed with work in the field; **Disclaimer for Acceptance:** ***BNSF has reviewed these submittals and no exceptions are taken with regard to BNSF's ability to use or accommodate the project as intended. BNSF has not reviewed the design details or calculations for structural integrity or engineering accuracy. BNSF accepts no responsibility for errors or omissions in the design or execution of the project.**
 - **Inspector/Coordinator, (I/C):** A third party consultant which BNSF hires to assist in the coordination of the project on BNSF's behalf. When referenced, "I/C" refers to the I/C team consisting of I/C-I, I/C-II, and the Resident Engineer (RE). The I/C team's role is to ensure the project is constructed per accepted* plans and specifications for that portion of the project on BNSF right of way, as it affects BNSF. The I/C will monitor



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construction activities to ensure that improvements used by BNSF meet all requirements of BNSF, and accommodate railroad operations.

- 1.01.03 The following submittals and actions are required by BNSF prior to Operationally Critical, (OC) Work being performed on BNSF property or above tracks being operated by BNSF Railway:

2.01 Submittals and Actions Required During the Project Design Phase:

- 2.01.01 The Agency shall be the main contact for BNSF throughout the project. Agency shall be included on all correspondence relating to BNSF.
- 2.01.02 Required Design Submittals: (Allow for 4 weeks for BNSF to review design submittals)

Agency shall refer to the requirements of the UP/BNSF Guidelines on Grade Separation Projects when designing a grade separation which will impact BNSF Railway. Agency will be required to submit plans for BNSF review and comment. Plans shall not be labeled "final" until all comments have been addressed and BNSF has accepted* the plans.

Examples of required design submittals may be, but are not limited to:

Concept, vertical profile of Top of Rail, 30% plans and final plans

The following submittals will require a Professional Engineer, (PE) stamp:

Overpass design

Underpass design



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Hydraulic study

Any non-standard design of a structure which will carry train loading

Work covered by a submittal shall not be performed in field without receiving Acceptance from BNSF.

Work windows will not exceed 6 hours, so project should be designed accordingly.

The following Disclaimer applies to BNSF acceptance of Agency design plans:

**BNSF has reviewed these submittals and no exceptions are taken with regard to BNSF's ability to use or accommodate the project as intended. BNSF has not reviewed the design details or calculations for structural integrity or engineering accuracy. BNSF accepts no responsibility for errors or omissions in the design or execution of the project.*

3.01 Submittals and Actions Required During the Construction Phase:

- 3.01.01 The Agency shall be the main contact for BNSF throughout the project. Agency shall be included on all correspondence relating to BNSF. **BNSF will NOT accept submittals directly from the Agency's Contractor.**
- 3.01.02 BNSF will hire a consultant team to perform the duties of an Inspector/Coordinator, (I/C) on behalf of BNSF for the duration of the field construction of the project. The cost of the I/C will be reimbursable to BNSF by the Agency or their Contractor.

BNSF requires the I/C team be involved in the project throughout the construction phase to represent BNSF.



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The I/C has authority to remove a contractor's employee from BNSF property if that employee fails to comply with the BNSF safety policy, does not have proper PPE or otherwise ignores instructions regarding work on BNSF right-of-way. The I/C has authority to shut down work on BNSF right-of-way if the contractor works in a manner that is in violation of BNSF's safety policy or FRA regulations.

Anytime instructions to the contractor by BNSF or the I/C are not complied with, the project may be shut down. All equipment and personnel will be removed from BNSF property until issues causing the shutdown are resolved to BNSF's satisfaction.

- 3.01.03 Agency must hold a pre-construction meeting with contractor and BNSF prior to work beginning on BNSF property.

The Pre-Construction meeting shall not be held until 30 days after I/C has been selected – this allows time for the I/C to become familiar with the project.

Recommend scheduling two weeks prior to construction commencing to allow for adjustment to work plans, if needed.

- 3.01.04 Required Construction Submittals: : (Allow for 4 weeks for BNSF to review submittals)

All submittals should flow from the Contractor to the Agency, to the I/C Consultant, to the BNSF Project Engineer, (PE), and to BNSF Structures with responses back through the same communication chain. **BNSF will not accept submittals directly from the Contractor.**

Any changes to the work governed by a submittal requires that the submittal be re-accepted* by BNSF before the work commences.



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Examples of construction submittals required include but are not limited to:

Contractors Safety Action Plan, Fire Prevention Plan, Proposed Project Schedule, Demolition, Shoring, Falsework and Lifting of Materials.

The following submittals will require a Professional Engineer, (PE) stamp:

Critical Pick Plan (75% of capacity of crane, or multi-crane pick)

Lifted Material Plan (Placement or Removal) – When lift is within temporary construction clearances and when lift is within 25' of the centerline of the nearest track

Demolition Plan

Temporary Shoring Plan

Bracing Design Plan (non-standard only per DOT)

For overpasses, Agency shall submit as-built plans of the structure, including final clearance dimensions to the I/C. Vertical clearance must be measured from the Top of Rail, horizontal clearance must be measured from the nearest track centerline.

OPERATIONALLY CRITICAL WORK AND SUBMITTALS: (4 to 6 weeks review timeline)

All OC work requires a submittal and acceptance* by BNSF.

- Operationally Critical (OC) submittals are those that have the potential to affect the safe operation of trains and will need to be reviewed carefully. Work must be monitored to ensure it conforms to the submitted/accepted* plan.
- In-person safety review meetings will be required with BNSF representative, I/C, Contractor and Agency representative for all OC work and must be documented. The purpose of the meeting is to ensure all parties understand BNSF requirements and are following the applicable submittals. When a track work window is required the meeting shall occur at least 48 hours in advance of work starting.
- **Submittals must meet the requirements of the UP Railroad - BNSF Railway Guidelines for Railroad Grade Separation Projects. Submittals must also follow the requirements outlined in BNSF Review Comment Sheets, Use of Cranes & Lifting of Materials Submittal Schedule, BNSF Guidelines for Preparation of Bridge Demolition &**



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Removal Plan and the BNSF-UPRR Guidelines for Temporary Shoring. Some submittals are required to be sealed by a licensed professional engineer.

- a. See Table 3-1 for Overhead Structures in UP Railroad - BNSF Railway Guidelines for Railroad Grade Separation Projects
- b. See Table 3-2 for Underpass Structures UP Railroad - BNSF Railway Guidelines for Railroad Grade Separation Projects
- c. Examples of OC submittals included in the above are:
 - i. Shoring (Follow BNSF-UPRR Guidelines for Temporary Shoring)
 - ii. Falsework
 - iii. Demolition (Need plans for substructure and superstructure. Follow BNSF Guidelines for Preparation of Bridge Demolition & Removal Plan)
 - iv. Erection (overhead and underpass structures)
 - v. Construction Phasing Plans
- d. Additional OC submittals required, but not included in the Guidelines are:
 - i. All work plans that remove tracks from service (track outage windows require a detailed Gantt chart when greater than 2 hours)
 - ii. Contingency plans
 - iii. Additional OC submittals may be required on a project by project basis.

For underpasses and other railroad bridges, as required in Sections 4.11 and 4.12 of the UP Railroad - BNSF Railway Guidelines for Railroad Grade Separation Projects, a RE will be on site full-time during construction, at the cost of the project. At the discretion of the RE, as accepted by BNSF, an I/C-I or I/C-II maybe assigned for field duties where the work is not critical to ensuring the bridge is built to accepted project plans and specification.



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- BNSF requires temporary and new track and railroad bridges be inspected by an FRA qualified BNSF employee prior to being placed into service. Two week advanced notice to BNSF structures department is required. For underpasses, all pile driving records are to be provided within 3-days of driving to the BNSF PE.
- Agency shall submit an as-built survey of shoo-fly final alignments. Alignments must conform to BNSF Shoo-fly procedures.

- 3.01.05 Prior to any work commencing on BNSF right of way:

Contractors C/C-1 or Right of Entry must be fully executed and their insurance must be approved before they can perform work on BNSF property.

Proof of Contractors insurance approval must be produced to the BNSF PE and the I/C.

- 3.01.06 Contractor must adhere to all other BNSF policies and procedures not specifically mentioned in this agreement.



Contract Number: BF-20225604

EXHIBIT G

Sarival Road Reinforced Concrete Box Culvert Project
Estimated Total Project Cost



EXPLANATION TO COUNCIL BILL 2025-162 (HARDINGER, HORTON)

FILED: 07/09/2025

ORIGINATING DEPARTMENT: Law

TITLE: A general ordinance suspending enforcement of Sec. 118-124 of the City Code, requiring payment of a vehicle inspection fee for taxicabs; and referring Chapter 118 – Vehicles for Hire, Article II – Taxicabs, Courtesy Cars and Airport Limousines, to the Finance and Administration Committee.

PURPOSE:

BACKGROUND INFORMATION: Chapter 118 – Vehicles for Hire, Article II – Taxicabs, Courtesy Cars, and Airport Limousine, creates local regulations for taxicabs, including related fees. The local regulations for taxicabs have not been comprehensively reviewed since 2016.

City Council desires to conduct a full review of the local regulations for taxicabs for the purpose of evaluating what changes, if any, should be made to said regulations. City Council's goal in performing this review is for the local regulations for taxicabs to be consistent with modern technology, encourage passenger safety in a meaningful way, and facilitate an even playing field for taxicabs and transportation network companies (TNCs). City Council desires to refer this review to the Finance and Administration Committee.

City Council further desires to suspend enforcement of Sec. 118-124 of the City Code, requiring payment of a vehicle inspection fee for taxicabs, pending a Committee recommendation regarding the same.

Submitted By: Jordan Paul, City Attorney

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Attachments:

1. SGF CB RE suspend Sec. 118-124 and refer to F&A - CB
2. Committee Referral Request Form - 118-49 - HH

One-rdg. _____
P. Hrngs. _____
Pgs. 4
Filed: 07-09-2025

Sponsored by: Hardinger, Horton

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-162

GENERAL ORDINANCE _____

AN ORDINANCE

1 SUSPENDING enforcement of Sec. 118-124 of the City Code, requiring payment of
2 a vehicle inspection fee for taxicabs; and referring Chapter 118 –
3 Vehicles for Hire, Article II – Taxicabs, Courtesy Cars and Airport
4 Limousines, to the Finance and Administration Committee.
5 _____
6

7 WHEREAS, Chapter 118 – Vehicles for Hire, Article II – Taxicabs, Courtesy Cars,
8 and Airport Limousine, creates local regulations for taxicabs, including related fees; and
9

10 WHEREAS, the local regulations for taxicabs have not been comprehensively
11 reviewed since 2016; and
12

13 WHEREAS, City Council desires to conduct a full review of the local regulations
14 for taxicabs for the purpose of evaluating what changes, if any, should be made to said
15 regulations; and
16

17 WHEREAS, City Council's goal in performing this review is for the local regulations
18 for taxicabs to be consistent with modern technology, encourage passenger safety in a
19 meaningful way, and facilitate an even playing field for taxicabs and transportation
20 network companies (TNCs); and
21

22 WHEREAS, City Council desires to refer this review to the Finance and
23 Administration Committee; and
24

25 WHEREAS, City Council further desires to suspend enforcement of Sec. 118-124
26 of the City Code, requiring payment of a vehicle inspection fee for taxicabs, pending a
27 Committee recommendation regarding the same.
28

29 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
30 SPRINGFIELD, MISSOURI, as follows, that:
31

32 Section 1 – City Council hereby suspends Sec. 118-124 of the City Code, requiring
33 payment of a vehicle inspection fee for taxicabs. Sec. 118-124 shall not be suspended

for any other vehicle subject to Chapter 118, Article II.

Section 2 – City Council hereby directs the City Manager to suspend enforcement of Sec. 1181-124 of the City Code, requiring payment of a vehicle inspection fee for taxicabs. Sec. 118-124 shall not be suspended for any other vehicle subject to Chapter 118, Article II.

Section 3 – City Council hereby refers the policy issues and substantive changes involved with any changes to Chapter 118 – Vehicles for Hire, Article II – Taxicabs, Courtesy Cars and Airport Limousines, to the Finance and Administration Committee, a City Council Committee Referral Request Form being attached hereto and incorporated by reference as Exhibit A.

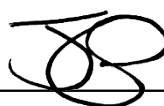
Section 4 – This Ordinance shall become effective immediately upon its passage.

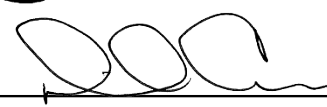
Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form:  _____, City Attorney

Approved for Council action:  _____, City Manager

City Council Committee Referral Request Form

1. Council Member Requesting the Referral: Hardinger

2. Referral Information

- Date of Referral: July 8, 2025 ☒ Citizen Request
- Title of Referral: Review of Chapter 118 - Vehicles for Hire, Article II - Taxicabs, Courtesy Cars and Airport Limousines.
- Description/Purpose of referral and Desired Outcome: (Provide a detailed description of the item to be referred, including background information, objectives, desired outcome, and any relevant context.) (Attachments see #5.)

Chapter 118 – Vehicles for Hire, Article II – Taxicabs, Courtesy Cars and Airport Limousines has not been comprehensively reviewed since 2016. I am requesting that this article be reviewed for the purpose of evaluating what changes, if any, should be made to the City’s regulation of vehicles for hire, including the frequency and scope of inspection, which are the basis for fees. My goal is for this article to be consistent with modern technology, encourage passenger safety in a meaningful way, and facilitate an even playing field for taxicabs and transportation network companies (TNCs).
- Relates to which Adopted City Council Priority Objective: Economic Vitality
- Time Constraints or Pertinent Deadlines for review: (Provide information pertaining to any deadlines or timeframes that may affect what priority this issue is given in Committee.)
N/A

☐ Request recommendation or ☒ Request Draft Ordinance for City Council to review.

3. Requested Committee for Referral:

- ☒ **Finance and Administration Committee** (Areas of Responsibility include Fees and Charges for Services; Financial Policies; Federal and State Assistance Programs; Insurance and Retirement Policies; Oversight of Internal Audit Services; Review of Capital Improvement Projects.)
- ☐ **Plans and Policies Committee** (Areas of Responsibility include Master Planning of all areas, Council goals and procedures; City Code revisions.)
- ☐ **Community Involvement Committee** (Areas of Responsibility include Legislative priorities, neighborhood issues, environmental areas, Economic Development.)
- ☐ **Public Involvement Committee** (Area of Responsibility include Recommendations for appointment to Boards and Commissions.)
- ☐ **Committee of the Whole** (Areas of Responsibility include Recommendations for appointment to Board of Public Utilities and Police Civilian Review Board or any other referred matter.)

Reason for Referral to Selected Committee: (Explain why this item should be referred to the selected

4. Additional Information

- **Additional Notes or Comments:** (Any additional information or special considerations regarding the referral.)

I am making this referral in response to correspondence received from Springfield Yellow Cab.

- **Attachments:**
 - (Include any supporting documents or materials relevant to the item being referred. e.g., reports, data, previous meeting minutes, etc.)

For City Clerk's Office Use Only

Referral Outcome

Referred: _____

Withdrawn: _____

Committee referred to: _____

Committing Meeting Dates Considerations: _____

Recommendation to City Council: _____

Council Action: _____



EXPLANATION TO COUNCIL BILL 2025-157 (HOSMER)

FILED: 06/24/2025

ORIGINATING DEPARTMENT: Fire

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a mutual aid agreement between the Brookline Fire Protection District and the City of Springfield for the purpose of providing fire protection mutual aid.

PURPOSE: To enter into an intergovernmental agreement between the City of Springfield and the Brookline Fire Protection District for the purpose of providing mutual aid.

BACKGROUND INFORMATION: The City of Springfield Fire Department and the Brookline Fire Protection District have adjoining jurisdictional boundaries, but are unable to efficiently assist one another when emergency incidents overwhelm available resources due to the absence of a formal intergovernmental agreement between departments. This reciprocal agreement provides the foundation and authorization for mutual aid to occur, and includes established standardized procedures to ensure safe and efficient emergency operations.

The provision of mutual aid is always contingent upon adequate resource availability within the department providing assistance.

Submitted By: David Pennington, Fire Chief

Authorized for inclusion on the agenda pursuant to City Code section 2-33:
Collin Quigley, Interim City Manager 7/7/2025

Attachments:

1. SFD-Brookline Fire Agree_ord
2. Brookline Mutual Aid Agreement_ExA
3. Brookline Mutual Aid Agreement_Ex1A

One-rdg. _____
P. Hrngs. _____
Pgs. 11
Filed: 07-08-25

Sponsored by: Hosmer

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-157

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a mutual aid
2 agreement between the Brookline Fire Protection District and the
3 City of Springfield for the purpose of providing fire protection mutual
4 aid.
5 _____
6

7 WHEREAS, the Springfield Fire Department ("SFD") and the Brookline Fire
8 Protection District ("BFPD") have adjoining jurisdictional boundaries; and
9

10 WHEREAS, under the proposed mutual aid agreement, SFD and BFPD would be
11 able to provide assistance to one another when an emergency incident overwhelms the
12 available resources of either agency; and
13

14 WHEREAS, SFD has similar mutual aid agreements for many other neighboring
15 jurisdictions, but does not currently have any agreement for mutual aid with BFPD; and
16

17 WHEREAS, the proposed agreement would establish standardized procedures
18 for the provision of mutual aid, subject to each agency's available resources.
19

20 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
21 SPRINGFIELD, MISSOURI, as follows, that:
22

23 Section 1 – The City Council hereby authorizes the City Manager, or designee, to
24 enter into the Operational Response of Mutual Aid between Brookline Fire Protection
25 District and City of Springfield, attached hereto and incorporated herein by reference as
26 "Exhibit 1" and the Mutually Agreed upon Procedures between Brookline Fire Protection
27 District and Springfield Fire Department, attached hereto and incorporated herein by
28 reference as "Exhibit 1A."
29

30 Section 2 – This Ordinance shall be in full force and effect from and after
31 passage.
32

33 Passed at meeting: _____

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Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form:  _____, Assistant City Attorney

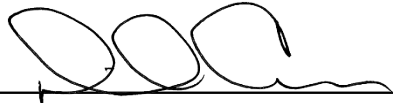
Approved for Council action:  _____, City Manager

EXHIBIT A

OPERATIONAL RESPONSE OF MUTUAL AID
Between
Brookline Fire Protection District
and
City of Springfield

PURPOSE

This document is to serve as the operational plan to facilitate Mutual Aid between the Brookline Fire Protection District and Springfield Fire Department. This plan will include the following items:

1. General provisions
2. Areas of response
3. Guidelines governing responses
4. Types of response
5. Communications/dispatch
6. Resource availability
7. Jurisdictional responsibility
8. Joint training
9. Scene operations

1. General Provisions

1.1 It is recognized that the interest herein are mutual and the contract is entered into for the common good of the general public of the parties hereto, and for a strictly governmental purpose.

1.2 It is understood that no party to this agreement by the execution of said agreement or by the providing of assistance under this agreement has assumed any binding legal responsibility to provide the resources, equipment, facilities, or personnel of such responding jurisdiction outside its geographic area of jurisdiction, by virtue of the mutual aid response provisions of this agreement except as provided herein or as may have been previously agreed upon by the parties through written agreement or policy adoption. This agreement is intended as a supplement to any other such written agreement or policy and is not intended to replace or terminate such other agreements or policies.

1.3 It is understood that each party, in consideration of this agreement to provide assistance, does waive any and all claims against each other party hereto for damages or compensation for any loss, damage, personal injury, death, or any other matter occurring as a consequence of performance under this agreement.

1.4 Both parties signing this agreement agree to keep and maintain in full force and effect workers compensation insurance.

1.5 The jurisdictions receiving aid shall not be responsible for providing any insurance coverage's for the responding jurisdiction or their personnel.

1.6 It is understood that no parties to this agreement shall be under any obligation to reimburse the other party for any costs or services incurred pursuant to rendering of or acceptance of equipment or staffing under the terms of this agreement. The responsible jurisdiction shall reimburse the responding jurisdiction providing assistance for consumables utilized at the incidents.

In the event other funding sources of a qualified event provide said funding for reimbursement of services provided for the mitigation of the event to the responsible agency, the party rendering aid, services, consumables or equipment shall be entitled to the amount of reimbursement as dictated by the declaration of Federal Disaster, spiller pay, SARA Title III events, or other laws/agreements.

1.7 Each agency shall be responsible for adequately equipping and training all personnel responding under this agreement. All responding personnel shall be duly certified by such agency to provide the level of emergency services commensurate with the rank and duties assigned to such personnel by the responding agency. The responsible agency shall have no liability for the failure of any equipment supplied by a responding agency nor the failure of any personnel to properly use such equipment in accordance with standard emergency response practices.

1.8 This Mutual Aid Agreement shall commence upon signature of all parties and continue in force until terminated by formal act of the parties to this agreement, and, if terminated by one or both parties, thirty (30) days notice in writing of intention to terminate shall be given to all parties involved.

1.9 Nothing in this agreement shall limit the ability of any or all of the parties from agreeing to participate in more specific contracts for services, or mutual assistance; nor shall this prohibit any party from providing assistance to another jurisdiction that is not a party to this agreement.

1.10 Definitions

Accountability system:

Accountability System will provide enhanced personnel safety for the individual firefighter and will provide the incident command organization staff an improved means to track and account for all personnel and their whereabouts within the danger area.

Agency:

The division of a jurisdiction that provides emergency response to fires, rescues, and medical emergencies, among other services.

Automatic Mutual aid:

Is a type of mutual aid occurring in the area designated as the dual response area and involves the initial dispatch of both the responsible agency and the responding agency to the same incident.

Consumables:

Disposable items such as firefighting foam, latex gloves and hazardous material dike and damming materials that may not be re-used on subsequent events.

Dual response area:

The area in which both agencies will be dispatched under the conditions set forth in this Mutual Aid Agreement.

Engine:

An apparatus consisting of a crew of at least three trained personnel that carries hose, has a water tank of at least 400 gallons and a fire pump with at least 1,000 GPM capability that is designed to put water on the fire. This may include a quint if it normally performs engine functions and meets the requirements above.

Evacuation signal:

A universal notification signal used on an emergency scene to call for immediate evacuation of the structure because of the determination of unsafe working conditions.

Incident Command System:

An accepted standard of span and control evolving from the National Incident Management System (NIMS), to effectively and efficiently control and mitigate emergencies.

Truck:

An apparatus consisting of a crew of at least three trained personnel that carries a full complement of ground ladders, has an aerial device that is at least 65' in height, and the standard equipment to provide truck company functions. This may include a quint that normally performs truck company operations and meets the requirements above. These vehicles are also known as Ladders.

Mayday:

The term used by a lost, trapped, or injured firefighter, or any personnel reporting the knowledge of a lost, trapped, or injured firefighter or when a firefighter is experiencing a malfunctioning SCBA when operating within a hazardous atmosphere.

Mutual Aid:

Aid that is intended to occur within any area of another jurisdiction and involves the dispatch of the responding agency upon the request of the responsible agency.

Responding agency:

The agency responding to an incident within the jurisdiction of the responsible agency for the purpose of assisting the responsible agency in a manner to be determined by the responsible agency.

Responsible agency:

Is the agency responsible for providing fire and/or emergency services where the incident is located.

Run Card:

A computer-aided dispatch database that lists the order that stations will be dispatched for incidents within a geographic area.

Water Tender:

An apparatus with at least one trained personnel that is designed to haul water to the scene, has a minimum tank capacity of at least 1,500 gallons and the capability to quickly offload the water. In this area, these vehicles are often known as Tankers.

2. Areas of Response

2.1.1 The responding agency will provide mutual aid to all areas within the responsible agency's jurisdiction as otherwise provided in this agreement.

3. Guidelines Governing Responses

3.1 This agreement covers emergency and non-emergency responses required to ensure safe and efficient operations to support the mission of the agencies, including the backfilling of stations.

3.2 The responsible agency agrees not to call for assistance unless it is necessary for the safe and efficient operations of the agency.

3.3 The Fire Chief, or the designated representative, of the responding agency shall be the sole judge of how much assistance can be furnished under the circumstances of each particular case. It is agreed that the participating agencies shall not be liable in any way to the other, or its inhabitants or any other person, firm or corporation for failure to give assistance.

3.4 The responding agency shall be released by the responsible agency when, in the judgment of the incident commander, the services of the responding agency are no longer needed. Provided however, it is mutually recognized that each party hereto owes its primary allegiance and service to its own citizens. Therefore, the responding agency may be recalled by its Fire Chief or the designated representative, if in that officer's opinion, a need exists for the responding agency to render services within its normal service area.

4. Types of Response

4.1 The agencies will mutually agree upon the types of equipment, levels of staffing, and the types of assistance that will be provided.

4.2 During periods of extreme emergencies, the participating agencies may provide one piece of fire apparatus for emergency response or to fill a station for the other for a limited period of time, provided sufficient resources are available in the responding jurisdiction.

5. Communications/Dispatch

5.1 Reports of emergencies shall be directed to the jurisdictional dispatch center.

5.2 Plain talk without 10 Codes or special codes shall be used at all incidents.

5.3 Participating agencies will utilize a mutually agreed upon radio interoperability communications plan.

5.4 All resources should be ordered on the command channel through the Communication Center at jurisdiction dispatch.

6. Resource Availability

6.1 Neither agency, acting as a responding agency is obligated to send resources to an incident if it depletes resources below an acceptable level as determined by that agency at the time of request. Upon requests for mutual aid assistance, the responding agency will send equipment, personnel, and other resources to any area within the requestor's jurisdiction, provided however, that response is to be given only when the responding agency, in the judgment of the Fire Chief or the designated representative, can reasonably furnish such assistance without imperiling the safety of the citizens served by the agency.

7. Jurisdictional Responsibility

7.1 When both agencies are responding to an emergency along a common border, and jurisdictional responsibility has been identified by first arriving units, the agency providing aid in accord with this agreement shall work under the direction of the responsible agency.

7.2 It is understood and agreed that the responding agency shall operate under the direction of command or other authorized person in control of emergency operations for the agency receiving aid. It is agreed to that both agencies will operate under standard Incident Command System guidelines including an accountability system, communication, and requesting assistance or resources.

7.3 It is also understood that in the event an emergency occurs along the border between the two agencies, the Emergency Communications Center (ECC) will use its best judgment in determining the proper jurisdiction and then dispatch that jurisdiction to the incident. If additional information is received by the ECC that the incident is actually in the other jurisdiction, the other agency will be dispatched and notified of the other's status. The responsible jurisdiction can determine whether to respond or have the originally dispatched agency handle the situation. In instances where no additional information is received by the ECC and the responding agency determines it is in the other agency's jurisdiction, they will notify the other jurisdiction who can determine whether to respond or have the originally dispatched agency handle the situation. The goal of this section is to reduce the duplication of resources responding to an incident over concern about jurisdictional boundaries.

8. Scene Operations

8.1 Upon determining the agency responsible for the incident and the resource needs for the incident, the agency responsible may recall or suspend the responding agency assistance response.

8.2 The agencies will utilize a mutually agreed upon emergency evacuation signal.

8.3 The agencies will comply with the 2 in/2 out standard for conducting firefighter operations through the use of a rapid intervention team when required.

8.4 The agencies will utilize a mutually agreed upon Mayday procedure.

8.5 The agencies will utilize an accountability system to track personnel.

9. Mutually Agreed Upon Procedures

9.1 Both parties agree to comply with all Mutually Agreed Upon Procedures promulgated jointly by the Fire Chiefs of each respective party to address the activities

under this Agreement. The initial procedures approved by the Fire Chiefs is attached for reference as Exhibit 1A. The Fire Chiefs shall modify such Procedures in writing as deemed necessary throughout the term of this agreement.

10. Implementation

10.1.1 Agencies will conduct at least one joint training exercise prior to a mutual aid response to either jurisdiction. In the event that minimum training objectives are not met, a second joint training exercise will be conducted. If minimum training objectives are not met during the second joint training exercise, the implementation of response and mutual aid will be suspended until objectives are satisfactorily met.

In witness whereof, this Agreement has been executed and approved and is effective and operative as to each of the parties as herein provided.

Brookline Fire Protection District:

City of Springfield Missouri:

By: _____

By: _____

Date: _____

Date: _____

Approved as to form:

City Attorney, City of Springfield

EXHIBIT 1A

MUTUALLY AGREED UPON PROCEDURES

Between Brookline Fire Protection District and Springfield Fire Department

Responses:

When mutual aid is requested, the responding department will notify the responsible department of the type of apparatus and the staffing on the unit.

A fire unit other than an engine may be sent in place of an engine as per standard practice for that type of emergency.

A Chief Officer may respond with the initial company as determined by the responding agency.

Personal vehicles will not be used for the purpose of providing emergency assistance to the requestor's jurisdiction.

During extreme emergencies, the responsible agency may request a unit to provide for emergency incident response or fire station backfill to protect the jurisdiction, provided adequate resources exist in the responding agency.

Training:

Each party must conduct at least four (4) training exercises per calendar year. At least one of these training exercises shall include operations of a trapped firefighter (Mayday). Joint training exercises are encouraged but not required.

Interoperability Communications Plan:

Each agency will be dispatched on their normal dispatch channel. The responsible agency will conduct incident operations on the assigned operations channel. The first arriving unit will give a size-up of the incident on the assigned operations channel. Responding agencies will be assigned to the same operations channel by the Communications Center. If determined necessary, the Incident Commander may alter the communications plan during an incident after notifying all responding agencies.

When contacting another unit, the unit that is being contacted should be identified first and the calling unit should be identified second. This is commonly known as the "hey you, it's me" method. For example, "Tower 2, this is Engine 2".

Responsible agencies will use their normal call signs throughout the incident. Responding agencies will precede their normal call signs with their jurisdiction name. For example, if Springfield responds into Brookline's district, and Springfield's Engine 8 would like to contact the Fire Chief of Brookline, they would say, "Brookline Chief 1, this is Springfield Engine 8". This includes when they communicate with their own units. For example, "Springfield Engine 8, this is Springfield Battalion 8".

Emergency Evacuation Signal:

Each agency shall use an emergency evacuation signal of three 5 second blast using fire apparatus air horns and

the communications center will be directed to provide a "warble" tone and make an evacuation notification over the dispatch and operations channels.

An accountability check will be conducted of all personnel once evacuation has occurred.

Mayday Procedure:

When a mayday is called, the Incident Commander should transmit on the assigned OPS channel, "All companies on [name] incident, this is [name] command. A May-Day has been transmitted. All companies hold non-emergency traffic". Fire Dispatch should be notified that a "May-Day" has been transmitted.

The IC will communicate directly on the OPS channel with the company or member calling the May-Day to determine "WWW":

- a. Who is calling the May-Day?
- b. Where are they located?
- c. What is their condition or need?

An accountability check will be conducted to account for all personnel.

Said provisions may be subject to change by written mutual agreement of the Fire Chief of each agency.

Brookline Fire Protection District:

Springfield Fire Department:

James T. Kilburn, Fire Chief

David A. Pennington, Fire Chief



EXPLANATION TO COUNCIL BILL 2025-158 (HORTON)

FILED: 06/25/2025

ORIGINATING DEPARTMENT: Planning and Development

TITLE: A special ordinance authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of West Talmage Addition, generally located at 2655 North Grant Avenue and 739 West Talmage Street, upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance.

PURPOSE: Authorizing the Director of Planning and Development to accept the dedication of public streets and easements to the City of Springfield, Missouri, as shown on the Preliminary Plat of West Talmage Addition, generally located at 2655 North Grant Avenue and 739 West Talmage Street upon the applicant filing and recording a final plat that substantially conforms to the preliminary plat; and authorizing the City Clerk to sign the final plat upon compliance with all the terms of this Ordinance. (Staff recommends that City Council accept the public streets and easements.)

BACKGROUND INFORMATION:

- A. An original Preliminary Plat of West Talmage Addition dated April 22nd, 2025, is on file in the Department of Planning and Development. A reduced version of which is included for general reference in Exhibit B, Attachment 3.
- B. The Planning and Zoning Commission held a public hearing on June 12th, 2025, and approved the Preliminary Plat by a vote of 6 to 0, subject to the following conditions:
 - 1. All improvements shall be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
 - 2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.

3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.
4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.
5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.
6. All other requirements which are necessary for this subdivision to be in compliance with the Subdivision Regulations.

All required improvements shall be the sole responsibility of the subdivider. As prescribed by Section 36-233 of the Subdivision Regulations, the improvements shall be made or guaranteed by means of bond, escrow agreement, letter of credit or other appropriate security agreement. Release of the final plat for recording shall be withheld until the subdivider has complied with this section.

Section 36-226 of the Subdivision Regulations requires that a final plat be submitted within two years of City Council's acceptance of the public streets and easements.

Attached for Council information is a sketch showing the location of the plat area, an exhibit showing the proposed plat, and a copy of the Planning and Development Department staff report to the Planning and Zoning Commission.

REMARKS: Staff recommends approval.

Submitted By: Andrew Menke, Senior Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

Attachments:

1. Preliminary Plat of West Talmage Addition - 2655 N. Grant Ave. and 739 W. Talmage St.
2. PPlat West Talmage Add_exhA
3. PPlat West Talmage Add_exhB

One-rdg. _____
P. Hrngs. _____
Pgs. 23
Filed: 07-08-25

Sponsored by: Horton

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-158

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the Director of Planning and Development to accept the dedication of
2 public streets and easements to the City of Springfield, Missouri, as
3 shown on the Preliminary Plat of West Talmage Addition, generally
4 located at 2655 North Grant Avenue and 739 West Talmage Street,
5 upon the applicant filing and recording a final plat that substantially
6 conforms to the preliminary plat; and authorizing the City Clerk to sign
7 the final plat upon compliance with all the terms of this Ordinance.
8
9

10 WHEREAS, an original Preliminary Plat of West Talmage Addition, dated April
11 22, 2025, is on file with the City's Department of Planning and Development; and
12

13 WHEREAS, the Planning and Zoning Commission of the City of Springfield,
14 Missouri, held a public hearing and conditionally approved the Preliminary Plat of
15 Hulston Subdivision on June 12, 2025, by a vote of 6 to 0, a copy of the Record of
16 Proceedings from said public hearing being attached hereto and incorporated herein by
17 this reference as "Exhibit A."
18

19 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
20 SPRINGFIELD, MISSOURI, as follows, that:
21

22 Section 1 – City Council hereby authorizes the Director of Planning and
23 Development, on behalf of the City of Springfield, to accept the land, easements, and
24 improvements dedicated to the City, as shown on the Preliminary Plat of West Talmage
25 Addition, which is generally located at 2655 North Grant Avenue and 739 West Talmage
26 Street, as approved by the Planning and Zoning Commission. The original Preliminary
27 Plat of West Talmage Addition is on file in the Department of Planning and
28 Development ("Approved Preliminary Plat"), a reduced version of which is attached
29 hereto for general reference as "Exhibit B – Attachment 3." All of "Exhibit B," including
30 attachments, is incorporated herein by this reference.
31

32 Section 2 – The Director of Planning and Development shall be authorized to
33 accept the land, easements, and improvements dedicated to the City, as shown on said

plat, upon the applicant filing and recording a final plat in accordance with this Ordinance and the Subdivision Regulations of the City, which final plat shall substantially conform to the Approved Preliminary Plat, including those conditions described in "Exhibit B – Attachment 2," and upon the Director of Public Works certifying to the Director of Planning and Development and the City Clerk that the public improvements have been made in accordance with City standards and specifications. Said public improvements shall not be accepted until the occurrence of all conditions referenced herein and in "Exhibit B – Attachment 2."

Section 3 – The final plat shall not be recorded until: (1) the public improvements relating to the Approved Preliminary Plat have been constructed according to the specifications of the City of Springfield, Missouri, and are approved by the Director of Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned by or in connection with the construction of said improvements have been paid to the City; or (2) in lieu of the construction of the improvements, that the Applicant has filed with the City Manager, according to the terms of the Subdivision Regulations of the City, the prescribed financial assurances in a form acceptable to the City to ensure the construction of the improvements and the payment to the City of all engineering fees, permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the construction of the improvements.

Section 4 – Upon compliance with all the requirements of this Ordinance, including the conditions described in "Exhibit B – Attachment 2," the City Clerk is hereby authorized to endorse City Council's approval upon the final plat pursuant to Section 445.030, RSMo., and such endorsement shall constitute the acceptance of the Public Improvements contained therein.

Section 5 – This Ordinance shall be in full force and effect from and after its passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: Laura Vales, Assistant City Attorney

Approved for Council action: [Signature], City Manager

EXHIBIT A
RECORD OF PROCEEDINGS
Planning and Zoning Commission – June 12, 2025

Preliminary Plat of West Talmage Addition
2655 North Grant Avenue and 739 West Talmage Street

Applicant: Baptist Temple of Springfield

Mr. Menke states that this is a request to approve a preliminary plat for 1 lot and 32 condominium units.

Mr. Scott asked about who will be responsible for the maintenance and care of the grounds prior to completion of construction and if the City reviews covenants to make sure they are covered. Mr. Menke noted that the property owner would be responsible at that point in the process, and that staff reviews the covenants with the submitted final plat.

Mr. Colony asked if the stormwater concerns were taken care of and Mr. Menke replied that stormwater has reviewed and approved it, noting that the applicant is designing a detention basin beyond what the City considered standard.

Mr. Doennig opened the public hearing.

Mr. Tim Stalzer, 1580 Center Road and here to answer any questions.

Mr. John Gann, 807 W. Talmage stated that he is against condominiums.

Mr. Doennig closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commissioner Knuckles moved to approve Preliminary Plat of West Talmage Addition; Commissioner Pauly seconded the motion. It **Passed** with the following vote: Ayes: Commissioner Doennig, Commissioner Scott, Commissioner Pauly, Commissioner Gunther, and Commissioner Knuckles. Nays: None. Absent: Commissioner Ridge, Commissioner Hunton, and Commissioner Lebeck. Abstain: None.



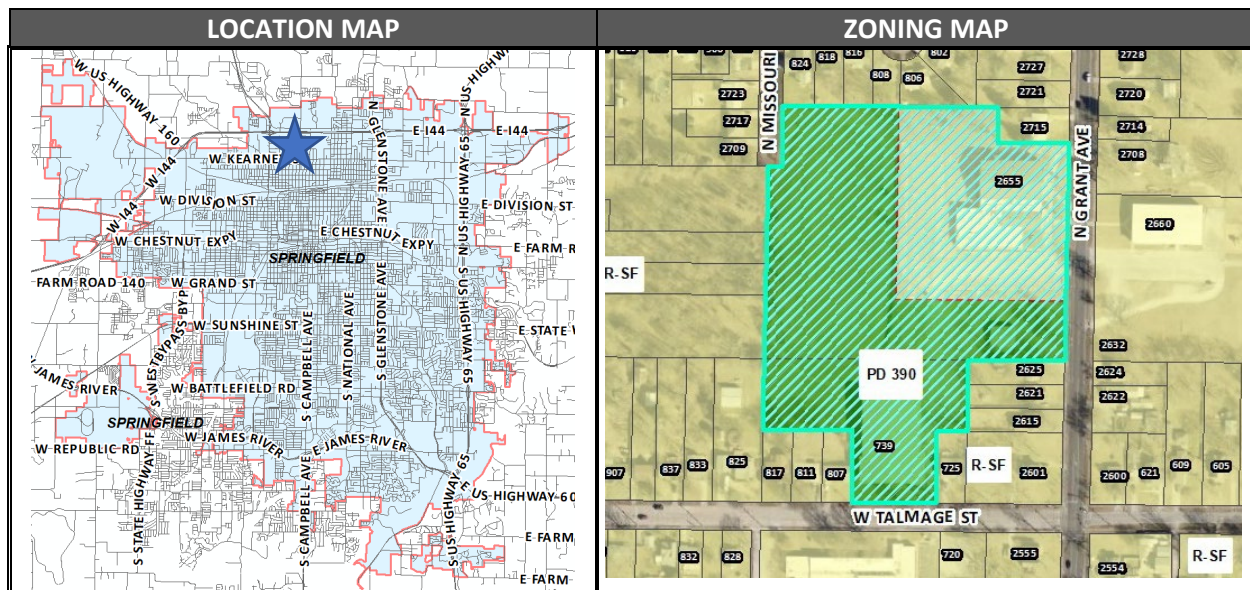
Bob Hosmer, AICP
Planning Manager

DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION	
Case Number:	Preliminary Plat of West Talmage Addition
Location:	2655 North Grant Avenue & 739 West Talmage Street
Total Acres:	9.37 acres
Applicant:	Baptist Temple of Springfield
Existing Land Use:	Church, Gymnasium, & Undeveloped Property
Neighborhood Meeting:	N/A
Planning and Zoning Commission:	June 12, 2025
City Council:	July 14, 2025
Public Notification:	Posted property
Staff:	Andrew Menke, Senior Planner, (417) 864-1613
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve the preliminary plat of West Talmage Addition subject to the conditions listed in Attachment 2 of the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

Request to subdivide approximately 9.37 acres of property generally located at 2655 North Grant Avenue and 739 West Talmage Street into one (1) lot and thirty-two (32) condominium units to facilitate the development of the site.

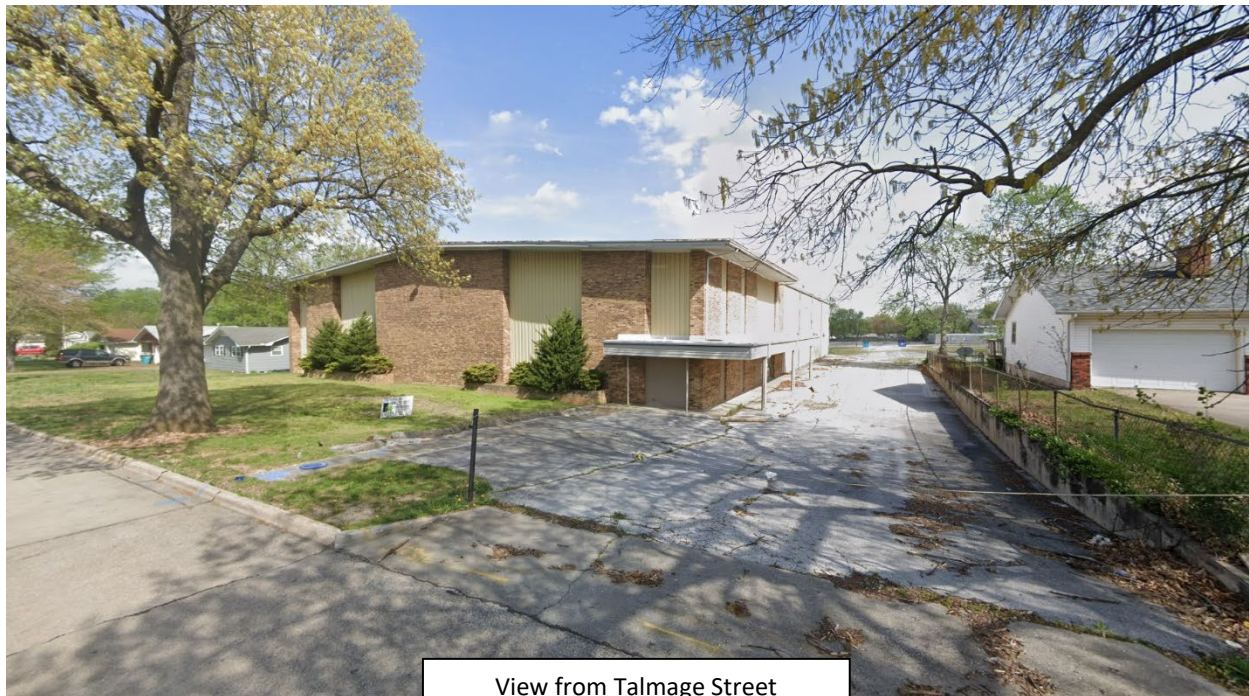


DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:

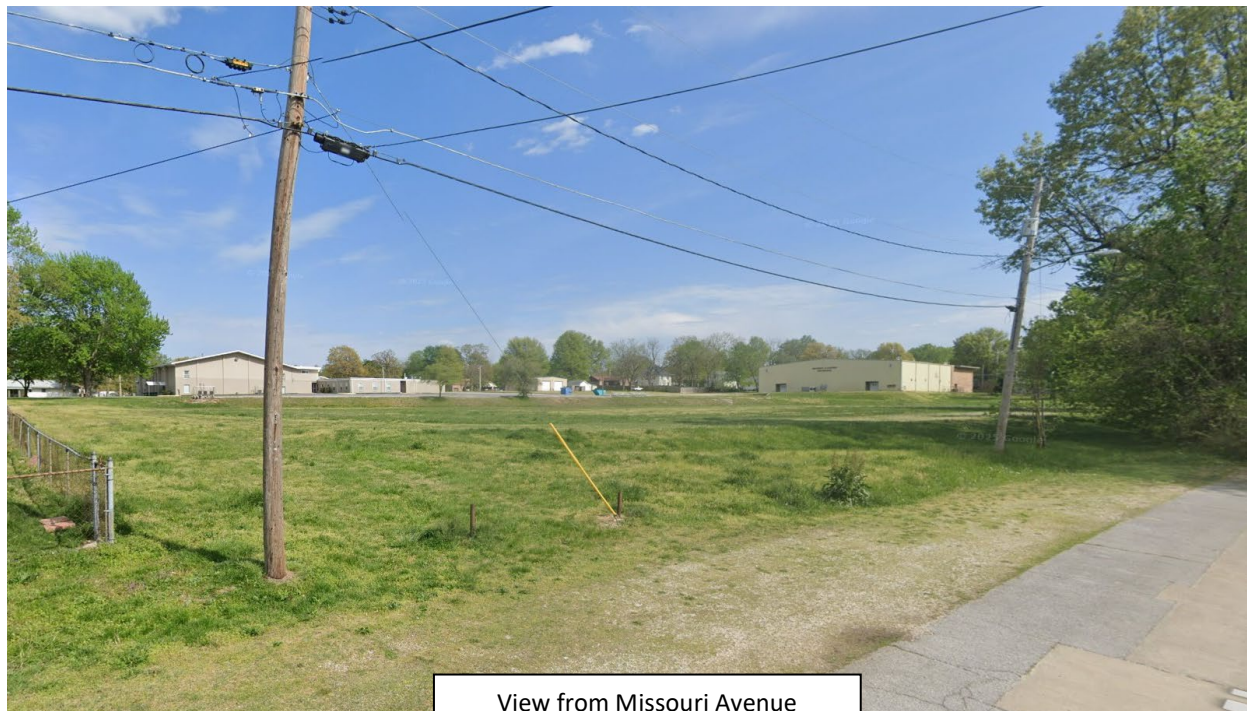


View from Talmage Street

DEVELOPMENT REVIEW STAFF REPORT



View from Grant Avenue
(Northeast corner of site)



View from Missouri Avenue
(Northwest corner of site)

DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The south 170 feet of the subject property was annexed into the city in 1926. The remainder of the property was annexed in 1950. In 1995, the property was certified as a tract of record. The same year, at the time of the citywide remapping, the property was rezoned to R-SF, Single-Family Residential. A portion of the property that corresponds to the boundaries of the proposed common area and condominium units was rezoned to Planned Development No. 390.

PLANNING AND ZONING COMMISSION AUTHORITY:

Action Type: Administrative.

A subdivision is the legal process to divide a surveyed tract of land into lots for the purposes of sale of the property. Platting is the process of mapping those lots and is considered part of the subdivision process. Subdivision is an administrative action. An administrative action is ministerial and non-discretionary. In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the minimum requirements set forth in the subdivision statutes and the subdivision regulations in the Land Development Code. If the plat meets these standards, approval is required.

Relevant Authority

Revised Statutes of Missouri

Sections 89.400 through 89.470

City Charter

Sec. 11.7. – Legal status of master plan.

- (1) *Master plan to provide general guidelines.* The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) *Regulations to generally conform to master plan.* All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.

DEVELOPMENT REVIEW STAFF REPORT

(3) *Master plan to guide public improvements.* The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:

- (a) All proposals to construct or extend public streets.
- (b) All proposals to improve land as a park.
- (c) All proposals to lay out or improve other public ways, grounds or spaces.
- (d) All proposals to construct public buildings and structures.
- (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
- (f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

City of Springfield Land Development Code

Sec. 36-226. - Major subdivision review procedure.

(3) Preliminary plat.

DEVELOPMENT REVIEW STAFF REPORT

- (a) After participating in the pre-subdivision review with city staff, the subdivider may prepare a preliminary plat, together with supplementary material as prescribed in section 36-263.
- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that the application is complete, the director shall place the application on the agenda of the commission at a regular meeting not later than the second such meeting following the date of the filing of the application.
- (c) The commission shall hold a public hearing on the preliminary plat. Notice of the public hearing shall be made in accordance with city ordinance and the rules of the commission.
- (d) The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing. The commission shall approve, conditionally approve or disapprove the preliminary plat and if approved, the commission shall express its approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons, therefore. In any case, a notation of the action taken, and the reasons, therefore, shall be entered in the records of the commission.
- (e) If approved by the commission or approved with conditions acceptable to the applicant, then the director of planning and development shall forward the preliminary plat to the city council for its approval. Council shall determine if the land or easement proposed to be dedicated by the applicant for public use or if the public improvements shall be accepted by the city. If the city council determines that the location of the land to be dedicated for public use or the location of public improvements is appropriate and complies with applicable ordinances then the city council shall authorize the acceptance of the dedication of the land or easements upon the applicant filing and recording a final plat which substantially conforms to the preliminary plat and shall authorize the acceptance of the public improvements upon the director of public works certifying to the director of planning and development and the city clerk that the public improvements have been made in accordance with city standards and specifications.
- (f) If approved with modifications which are not acceptable to the applicant or if disapproved, the director of planning and development shall attach to the plat a statement of reasons for such action and return it to the subdivider.
- (g) Actions by the commission regarding the preliminary plat are final unless such action is appealed by the subdivider to the city council within 90 days of the action by the commission.
- (h) Effective period of preliminary approval.
 - 1. The approval of a preliminary plat shall be effective for a period of two years. The application for final plat approval must be submitted to the department of planning and development within the two-year period. Any plat not submitted within the two-year limit shall be null and void except as provided in subparagraph 2. below.

DEVELOPMENT REVIEW STAFF REPORT

2. The planning and zoning commission may at its discretion and upon application by the subdivider extend the effective period of preliminary approval by two years, one time. All other submittals shall be considered a new preliminary plat and subject to applicable reviews.

DEVELOPMENT REVIEW STAFF REPORT

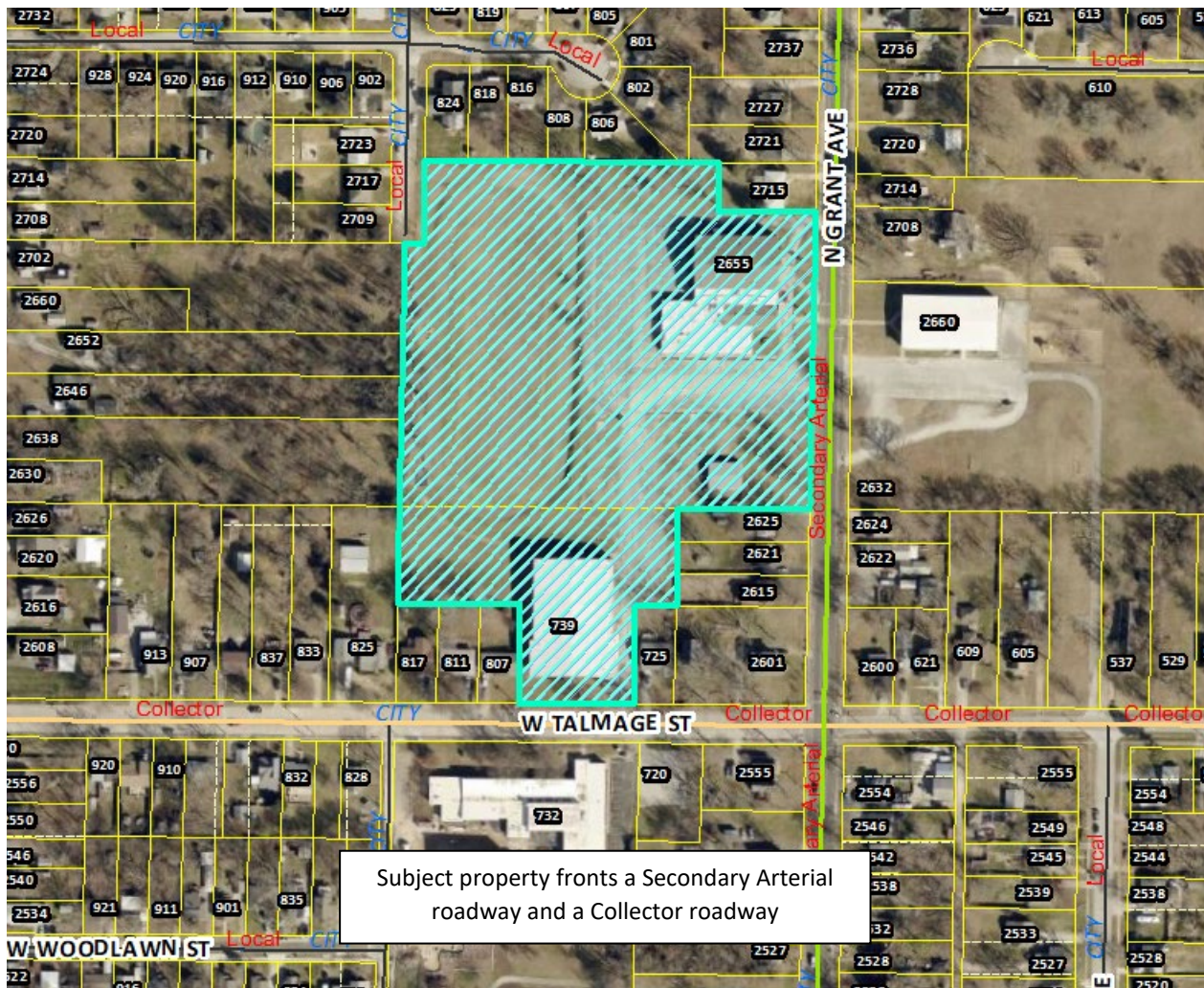
ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR SINGLE-FAMILY RESIDENTIAL
Minimum lot dimension requirements	Lot Area: 6,000 square feet Lot Width: 50 feet Lot Depth: 80 feet
Maximum structure height	- When side yards are less than 15 feet in width: 35 feet or two and one-half stories above the finished grade. - When side yards are 15 feet in width or greater: 45 feet or three stories above the finished grade.
Front yard setback	15 feet along local streets 25 feet along Collector streets or higher
Side yard setback	Five feet or as required by section 36-453, supplemental open space and yard regulations.
Rear yard setback	Ten percent of the lot depth, but may not be less than ten feet nor shall more than 20 feet be required.
Street Classification	N Grant Avenue – Secondary Arterial W Talmage Street – Collector N Missouri Avenue – Local
Sidewalks	Sidewalk is required along the frontage of all adjacent streets. Sidewalk currently exists along Grant Avenue.
Open Space Requirements	The minimum open space ratio on each buildable lot shall be at least 30 percent.

CODE ITEM	REQUIREMENTS FOR PLANNED DEVELOPMENT 390
Minimum lot dimension requirements	Lot Area: 6,000 square feet Lot Width: 50 feet Lot Depth: 80 feet
Maximum structure height	Two floors or thirty-five (35) feet in height
Front yard setback	15 feet along local streets 25 feet along Collector streets or higher
Side yard setback	Five feet or as required by section 36-453, supplemental open space and yard regulations.
Rear yard setback	Ten percent of the lot depth, but may not be less than ten feet nor shall more than 20 feet be required.
Street Classification	N Grant Avenue – Secondary Arterial W Talmage Street – Collector N Missouri Avenue – Local
Sidewalks	Sidewalk is required along the frontage of all adjacent streets. Sidewalk currently exists along Grant Avenue. Internal sidewalks shall connect building entrances to one another and to sidewalks on adjacent public and/or private streets/driveways via a minimum four (4) foot wide sidewalk.
Open Space Requirements	The minimum open space ratio on each buildable lot shall be at least 30 percent.

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 9.37 acres into one (1) lot and thirty-two (32) condominium units in a subdivision named "West Talmage Addition".
2. The portion of the property zoned R-SF, Single-Family Residential District, where the church is located, is to be a traditional subdivision lot. The remainder of the existing parcel is zoned Planned Development District 390 and will be designated as thirty-two (32) condominium units, surrounded by common area.
3. The condominium units will be constructed within the building envelopes designated in this Preliminary Plat. Once constructed, an Administrative Condominium Plat will be submitted to reduce the boundaries of the building envelopes to the location of the exterior walls of the single-family detached structures.
4. An Administrative Final Plat will be submitted to plat Lot 1 of this Preliminary Plat.
5. Per Planned Development 390, vehicular access to Talmage Street is prohibited. Access to Grant Avenue is only allowed after the access to the north, on 2655 North Grant Avenue, is closed.
6. Per Planned Development 390, access to Missouri Avenue will be for emergency purposes only. Access will be gated and locked with a Knox padlock for Fire Department access.
7. All lots meet the minimum requirements of the City's subdivision regulations, the R-SF, Single-Family Residential District, and Planned Development District 390.
8. If Planning and Zoning Commission approves the preliminary plat, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.
9. The Land Development Code requires that each lot have adequate public facilities including but not limited to water, sanitary sewer, electricity, gas, open space, storm drainage, access to the public transportation system, and that any existing natural features such as floodplains, stream buffers and sinkholes have been identified on the preliminary plat.
10. The proposed preliminary plat was reviewed by City departments and comments are contained in **Attachment 1**. Conditions of Approval are provided in **Attachment 2**. The Preliminary Plat drawing can be found in **Attachment 3**.

DEVELOPMENT REVIEW STAFF REPORT

STAFF RECOMMENDATION:

1. The proposed subdivision meets all applicable requirements of the City of Springfield's *Land Development Code* for subdivisions and is compatible with the zoning requirements of the R-SF Single-Family Residential District and Planned Development District 390.
2. Staff recommends approval as submitted in the staff report.

PLANNING AND ZONING COMMISSION OPTIONS:

In reviewing a preliminary plat, the role of the Planning and Zoning Commission is to determine whether the plat meets the requirements set forth in the subdivision statutes and the Land Development Code. If the plat meets these minimum standards, approval is required.

The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing.

1. The commission shall approve the preliminary plat.
2. The commission shall conditionally approve the preliminary plat.
3. The commission shall disapprove the preliminary plat and state for the record which requirement or requirements of the *Land Development Code* the preliminary plat fails to meet.

PUBLIC NOTIFICATION AND COMMENTS:

The property was posted by the applicant at least 10 days prior to the public hearing.

No comments were received by citizens for this case at the time of publication.

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT COMMENTS:

ATTACHMENT 1

1. AT&T:

Approved.

2. CITY UTILITIES:

Revised submittal is acceptable to CU for the prelim plat. CU can provide electric/gas/water to the development, per our extension policy. CU will need utility easements at least 30' wide which can overlay or partially overlay the drive/access easement. These can be added on the final plat, along with an appropriate dedication statement. CU Engineering will determine final routing of CU facilities and necessary easement dimensions. It is unlikely the water main will be designed to be under the drive. We can begin design when we receive construction plans/cad file.

3. DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

Approved.

4. DEPARTMENT OF PUBLIC WORKS CONSTRUCTION INSPECTION DIVISION:

All required public improvements must be built OR escrowed prior to approval of the final plat or issuance of building permits. For more information on escrowing the public improvements, please contact Andrew Flippin (417-864-1946; aflippin@springfieldmo.gov).

5. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING SURVEY DIVISION:

Approved.

6. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

Critical Issues:

1. The property is not in an approved sewer district and will require special connection agreements before sewer permits could be issued or public improvement plans to define a sewer district. Extending public sewer would place the property in a sewer district and would relieve the requirement for special connection agreements. Need to add general notes to specify if the sanitary sewer will be public or private. As far as I know we've never issued a special connection agreement to a condominium development; this may require issuing multiple specials, one for each condo property when obtaining building and sewer permits. Label the sewer as either public or private.

2. If making the sewer public, public sewer improvement plans will need to be designed, submitted and constructed to city standards. The public improvements must be approved, filed and constructed or escrowed before any building permits or plats can be issued according to city code section 98-12(b)(c) Private Construction of Public Improvements and section 98-14. - Assurance for completion

DEVELOPMENT REVIEW STAFF REPORT

of Public Improvements.

7. FIRE DEPARTMENT:

Approved.

8. PARKS & GREENWAYS:

Approved.

9. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING RIGHT-OF-WAY DIVISION:

Approved.

10. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

Site Description and Drainage Pattern

	Drainage Basin	Fee in Lieu of Flood Control	Fee in Lieu of Water Quality	Stream Buffer on Site	Sinkhole or Watershed	Floodplain and Floodway
2655 N Grant Ave / 739 W Talmage St	Pea Ridge Creek	No	No	No	Yes	No

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

Detention and Discharge Requirements

1. No Fee in Lieu of Detention for Flood Control application is supported. PW Stormwater is aware of flooding downstream to properties along Broadway Ave. and Woodridge St.
 - a. The developer agreed in PD390 to design the Detention beyond city design standards and ensuring the runoff is returned to sheet flow before exiting the property. The improvements made on 2655 N Grant Ave at time of development are being designed to not increase the flooding on downstream residences.

Water Quality Requirements

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.

DEVELOPMENT REVIEW STAFF REPORT

3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyards trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

Floodplain

N/A

Natural Channels and Stream Buffers

N/A

Sinkholes and Karst Features

N/A

11. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

Access

All new and existing driveway approaches shall comply with the accepted Traffic Impact Study, requirements of the planned development, and current City of Springfield standards for the street classification. Access from the development to N. Missouri Avenue will be gated for emergency access only. The gate shall not swing towards N. Missouri Avenue.

Trails, Bus Stops, And Additional Information

There are no Greenway Trails near the property. There are two (2) bus stops near the property on N. Grant Avenue.

Improvements

A Traffic Impact Study was completed and accepted for this development. No improvements are required based on the Traffic Impact Study; however, public improvements are required for this planned development. N. Missouri Avenue is required to be constructed to the southern limits of the existing right of way for Missouri Avenue, including a turn-around. All public improvements shall be designed and constructed per City of Springfield Public Works Design Standards for Public Improvements. All required public improvements must be constructed, or funds escrowed prior to approval of a building permit or final plat.

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	N. Grant Avenue	Secondary Arterial	City	35	30	6,936	No	Yes	Yes
Street 2	W. Talmage Street	Collector	City	30	30	1,419	Yes	Yes	No
Street 3	N. Missouri Avenue	Local	City	25	25	NA	Yes	Yes	No

DEVELOPMENT REVIEW STAFF REPORT

CONDITIONS FOR APPROVAL:

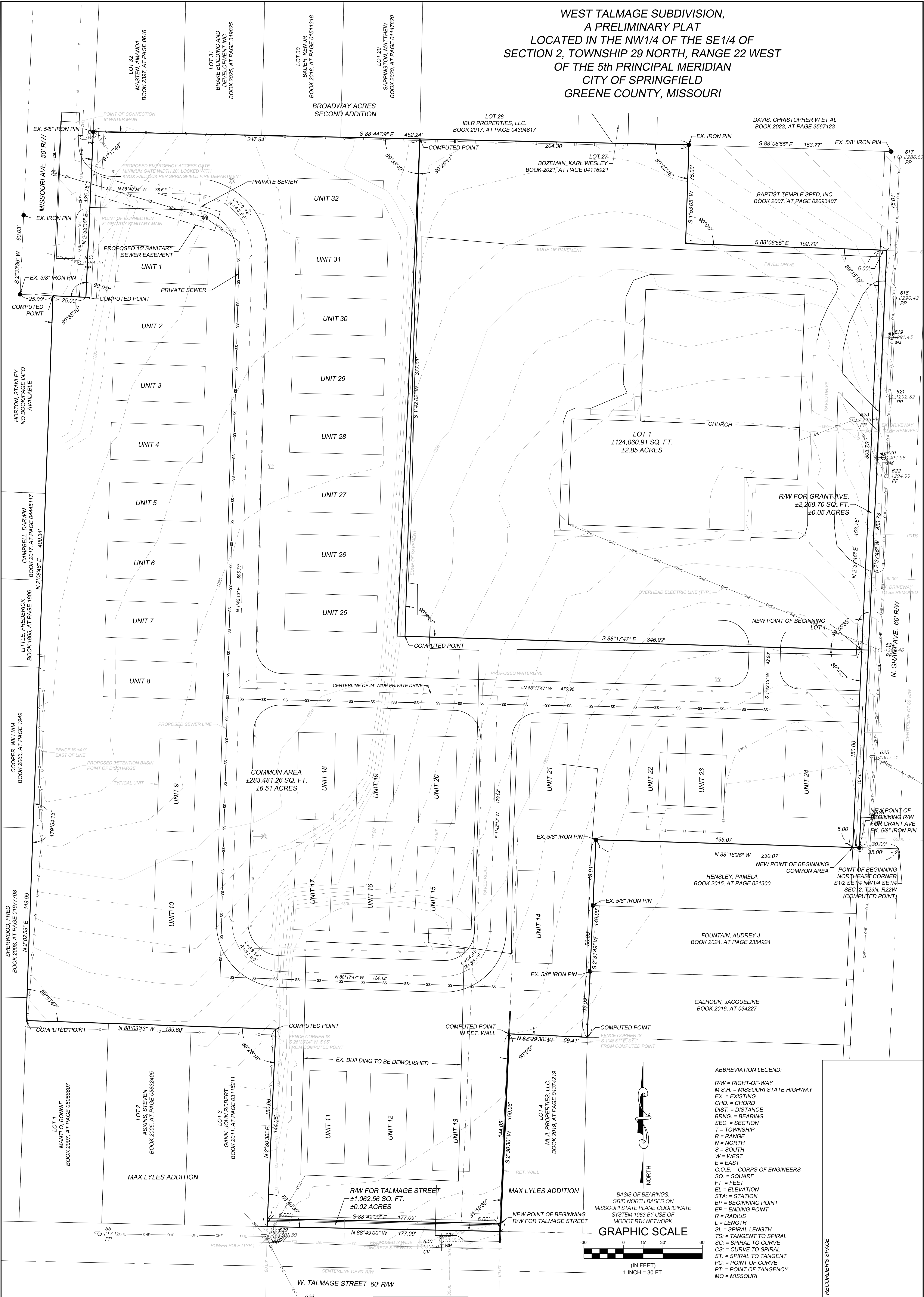
ATTACHMENT 2

Staff recommends the Planning and Zoning Commission approve the Preliminary Plat, with the conditions listed below:

1. All improvements shall be constructed in accordance with the “Design Standards for Public Improvements” of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.
3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.
4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.
5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.
6. All other requirements which are necessary for this subdivision to be in compliance with the Subdivision Regulations.

If the request is denied by the Commission and the applicant requests appeal to City Council for their consideration, all the above conditions, plus any amendments made by the Planning and Zoning Commission, shall be included in the Council Bill.

WEST TALMAGE SUBDIVISION,
A PRELIMINARY PLAT
LOCATED IN THE NW1/4 OF THE SE1/4 OF
SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST
OF THE 5th PRINCIPAL MERIDIAN
CITY OF SPRINGFIELD
GREENE COUNTY, MISSOURI



<u>SURVEYOR'S CERTIFICATION:</u>		<u>PREPARED FOR:</u>													
KNOWN ALL MEN BY THESE PRESENTS:		MIKE STALZER													
THAT I, JACK E. HOUSEMAN P.L.S. 2005019222 DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL SURVEY OF THE LAND HEREIN DESCRIBED IN ACCORDANCE WITH THE STANDARDS FOR PROPERTY BOUNDARY SURVEYS AS PROMULGATED FOR THE STATE OF MISSOURI BY THE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, PROFESSIONAL LAND SURVEYORS AND PROFESSIONAL LANDSCAPE ARCHITECTS AND THE MISSOURI DEPARTMENT OF AGRICULTURE, AND THAT THIS PLAT CONTAINS ALL INFORMATION REQUIRED BY RSMO SECTION 448.2-109 FOR CONDOMINIUM PLATS.		<table><tr><td>PROJECT #: 7489</td><td rowspan="8"><u>MONUMENT LEGEND:</u> ● - SET 1/2" IRON PIN ● - EX. 1/2" IRON PIN □ - EX. STONE △ - EX. C.O.E. MONUMENT ▲ - EX. R/W MONUMENT ▽ - EX. ALUMINUM MONUMENT</td></tr><tr><td>DRAWING #: 7489 PRE CONDO 1</td></tr><tr><td>DATE: 3/10/2025</td></tr><tr><td>REVISION DATE: 3/27/2025</td></tr><tr><td>DRAWN BY: <i>Jack E. Houseman</i></td></tr><tr><td>CHECKED BY: J. HOUSEMAN</td></tr><tr><td>SHEET: 1 OF 2</td></tr><tr><td>SCALE: 1" = 30'</td></tr><tr><td colspan="2">MO COA #2022043688</td></tr></table>		PROJECT #: 7489	<u>MONUMENT LEGEND:</u> ● - SET 1/2" IRON PIN ● - EX. 1/2" IRON PIN □ - EX. STONE △ - EX. C.O.E. MONUMENT ▲ - EX. R/W MONUMENT ▽ - EX. ALUMINUM MONUMENT	DRAWING #: 7489 PRE CONDO 1	DATE: 3/10/2025	REVISION DATE: 3/27/2025	DRAWN BY: <i>Jack E. Houseman</i>	CHECKED BY: J. HOUSEMAN	SHEET: 1 OF 2	SCALE: 1" = 30'	MO COA #2022043688		101 STATE DRIVE, SUITE 200 HOLLISTER, MO 65672 PHONE: 417-544-1147
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SHEET: 1 OF 2															
SCALE: 1" = 30'															
MO COA #2022043688															
DATE OF PREPARATION: 4/22/2025															

STATE OF MISSOURI

JACK E. HOUSEMAN

Jack E. Houseman

NUMBER
P.L.S. 2005019222
5/5/2025

LAND SURVEYOR

JACK E. HOUSEMAN P.L.S. 2005019222

PLATS THAT DO NOT SHOW A SEAL IMPRINT IN BLUE INK MAY HAVE BEEN
FRAUDULENTLY ALTERED. DISREGARD ALL INFORMATION UNLESS VERIFIED BY
THE PROFESSIONAL LAND SURVEYOR WHOSE SIGNATURE APPEARS ABOVE.

DESCRIPTION: (LOT 1):

A TRACT OF LAND BEING SITUATED IN PART OF THE NW1/4 OF THE SE1/4 OF SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST, CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4 OF SAID SECTION 2; THENCE N 88°18'26" W, ALONG THE NORTH LINE OF SAID S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4, A DISTANCE OF 30.00 FEET, TO AN EXISTING 5/8" IRON PIN ON THE WESTERLY RIGHT-OF-WAY LINE OF N. GRANT AVENUE; THENCE CONTINUING N 88°18'26" W, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG SAID NORTH LINE, A DISTANCE OF 5.00 FEET; THENCE N 2°37'46" E, LEAVING SAID NORTH LINE, A DISTANCE OF 150.00 FEET, TO THE NEW POINT OF BEGINNING; THENCE N 88°17'47" W, A DISTANCE OF 346.92 FEET; THENCE N 1°42'02" E, A DISTANCE OF 377.61 FEET; THENCE S 88°44'09" E, A DISTANCE OF 204.30 FEET, TO AN EXISTING IRON PIN; THENCE S 1°53'05" W, A DISTANCE OF 75.00 FEET; THENCE S 88°00'55" E, A DISTANCE OF 147.78 FEET; THENCE S 2°37'46" W, A DISTANCE OF 303.75 FEET, TO THE NEW POINT OF BEGINNING, SAID TRACT CONTAINING 2.79 ACRES OF LAND, MORE OR LESS.

DESCRIPTION: (COMMON AREA):

A TRACT OF LAND BEING SITUATED IN PART OF THE NW1/4 OF THE SE1/4 OF SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST, CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4 OF SAID SECTION 2; THENCE N 88°18'26" W, ALONG THE NORTH LINE OF SAID S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4, A DISTANCE OF 30.00 FEET, TO AN EXISTING 5/8" IRON PIN ON THE WESTERLY RIGHT-OF-WAY LINE OF N. GRANT AVENUE; THENCE CONTINUING N 88°18'26" W, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG SAID NORTH LINE, A DISTANCE OF 5.00 FEET, TO THE NEW POINT OF BEGINNING; THENCE CONTINUING N 88°18'26" W, A DISTANCE OF 195.07 FEET, TO AN EXISTING 5/8" IRON PIN; THENCE S 2°31'49" W, LEAVING SAID NORTH LINE, A DISTANCE OF 149.99 FEET; THENCE N 87°29'30" W, A DISTANCE OF 59.41 FEET; THENCE S 2°30'30" W, A DISTANCE OF 144.05 FEET; THENCE N 88°49'00" W, A DISTANCE OF 177.09 FEET; THENCE N 2°30'30" E, A DISTANCE OF 144.05 FEET; THENCE N 88°03'13" W, A DISTANCE OF 189.60 FEET; THENCE N 2°02'59" E, A DISTANCE OF 149.99 FEET; THENCE N 2°08'46" E, A DISTANCE OF 400.34 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF MISSOURI AVENUE; THENCE S 87°26'24" E, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 25.00 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF MISSOURI AVENUE; THENCE N 2°33'36" E, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 125.75 FEET, TO AN EXISTING 5/8" IRON PIN; THENCE S 88°44'09" E, A DISTANCE OF 247.94 FEET; THENCE S 1°42'02" W, A DISTANCE OF 377.61 FEET; THENCE S 88°11'47" E, A DISTANCE OF 346.92 FEET; THENCE S 2°37'46" W, A DISTANCE OF 150.00 FEET, TO THE NEW POINT OF BEGINNING, SAID TRACT CONTAINING 6.51 ACRES OF LAND, MORE OR LESS.

DESCRIPTION: (R/W FOR TALMAGE STREET):

A TRACT OF LAND BEING SITUATED IN PART OF THE NW1/4 OF THE SE1/4 OF SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST, CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4 OF SAID SECTION 2; THENCE N 88°18'26" W, ALONG THE NORTH LINE OF SAID S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4, A DISTANCE OF 230.07 FEET, TO AN EXISTING 5/8" IRON PIN; THENCE S 2°31'49" W, LEAVING SAID NORTH LINE, A DISTANCE OF 149.99 FEET; THENCE N 87°29'30" W, A DISTANCE OF 59.41 FEET; THENCE S 2°30'30" W, A DISTANCE OF 144.05 FEET TO THE NEW POINT OF BEGINNING; THENCE CONTINUING S 2°30'30" W, A DISTANCE OF 6.00 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF TALMAGE STREET; THENCE N 88°49'00" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 177.09 FEET; THENCE N 2°30'30" E, LEAVING SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 6.00 FEET; THENCE S 88°49'00" E, A DISTANCE OF 177.09 FEET, TO THE NEW POINT OF BEGINNING, SAID TRACT CONTAINING 1,062.56 SQ. FT. (0.02 ACRE) OF LAND, MORE OR LESS.

DESCRIPTION: (R/W FOR GRANT AVE.):

A TRACT OF LAND BEING SITUATED IN PART OF THE NW1/4 OF THE SE1/4 OF SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST, CITY OF SPRINGFIELD, GREENE COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4 OF SAID SECTION 2; THENCE N 88°18'26" W, ALONG THE NORTH LINE OF SAID S1/2 OF THE SE1/4 OF THE NW1/4 OF THE SE1/4, A DISTANCE OF 30.00 FEET, TO AN EXISTING 5/8" IRON PIN ON THE WESTERLY RIGHT-OF-WAY LINE OF N. GRANT AVENUE, FOR A NEW POINT OF BEGINNING; THENCE CONTINUING N 88°18'26" W, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG SAID NORTH LINE, A DISTANCE OF 5.00 FEET; THENCE N 2°37'46" E, LEAVING SAID NORTH LINE, A DISTANCE OF 453.75 FEET; THENCE S 88°00'55" E, A DISTANCE OF 5.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF GRANT AVENUE; THENCE S 2°37'46" W, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 453.73 FEET, TO THE NEW POINT OF BEGINNING, SAID TRACT CONTAINING 2,268.70 SQ. FT. (0.05 ACRE) OF LAND, MORE OR LESS.

ALL OF THE ABOVE BEING SUBJECT TO ALL EASEMENTS, RESTRICTIONS, COVENANTS AND RESERVATIONS OF RECORD, IF ANY.

SURVEYOR:

JACK E. HOUSEMAN P.L.S. 2005019222
HOUSEMAN LAND SURVEY, LLC
101 STATE DRIVE, SUITE 200
HOLLISTER, MO 65672

DEVELOPER:

MICHAEL STALZER, PE
MO REG. PROF. ENGINEER No.: 26709
5216 S. FARM ROAD 137
SPRINGFIELD, MO 65810

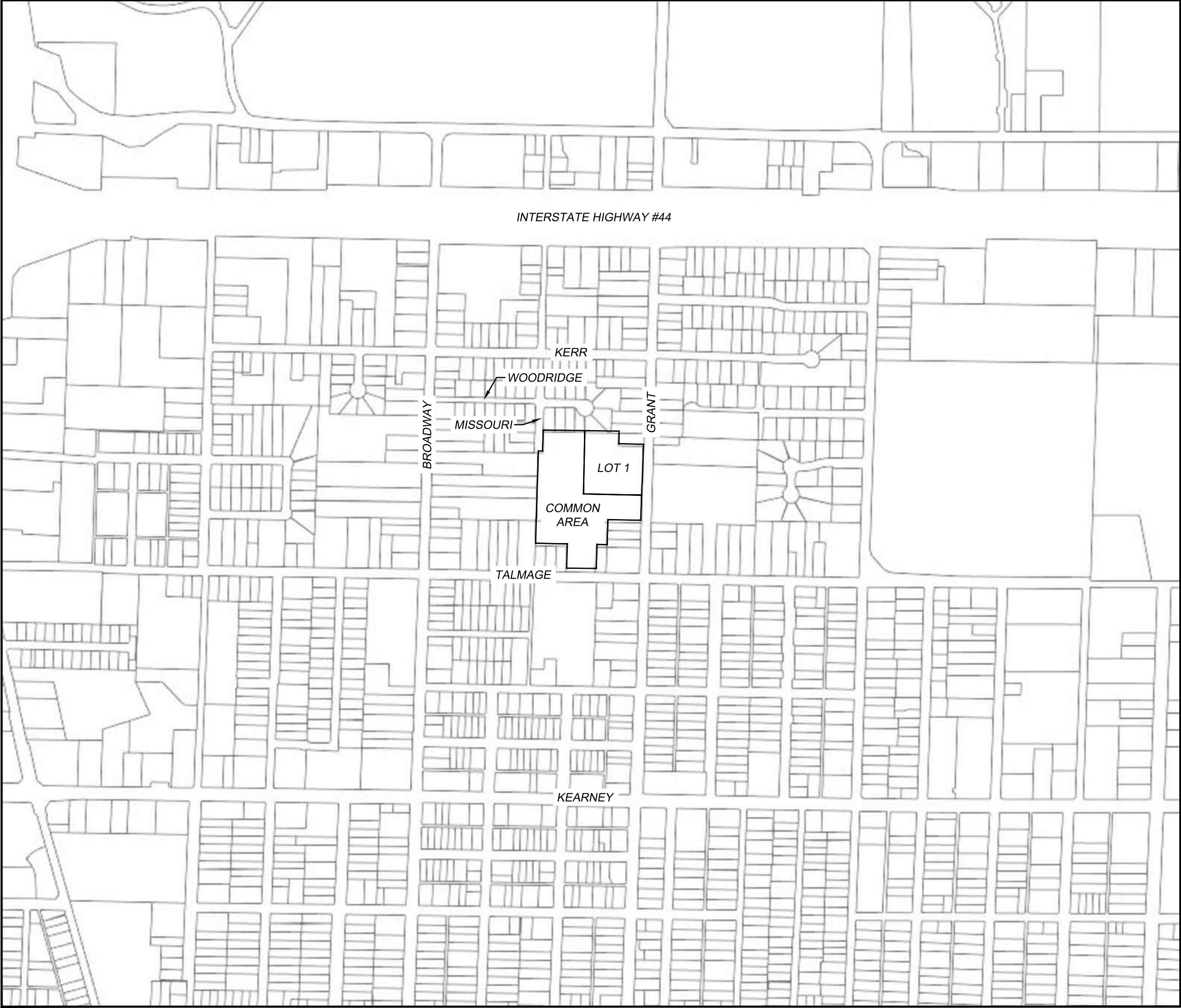
OWNER:

BAPTIST TEMPLE OF SPRINGFIELD
2655 N GRANT AVE
SPRINGFIELD, MO 65810

PLAT NOTES:

1. THE AREA SHOWN HEREON IS NOT LOCATED IN A STORM SEWER DISTRICT AS OF THE DATE OF RECORDING AND MAY BE SUBJECT TO FUTURE ASSESSMENT COST IF INCLUDED IN FUTURE STORM WATER BENEFIT DISTRICT DEEMED NECESSARY RESULTING FROM PROBLEMS CREATED BY SURFACE WATER RUNOFF. THIS IS DO TO THE FACT THAT THE SURFACE WATER RUNOFF IS PRESENTLY BEING ACCOMMODATED BY STREET AND OPEN DRAINAGE FACILITIES.
2. ALL COMMON AREAS SHALL BE CONSIDERED DRAINAGE EASEMENTS. ALL COMMON AREAS ARE TO BE MAINTAINED BY THE PROPERTY OWNER'S ASSOCIATION.
3. THE UNITS AS SHOWN HEREON ARE CONDOMINIUM UNITS.
4. ALL COMMON AREA AND COMMON ELEMENT AMENITIES WILL BE MAINTAINED BY THE CONDOMINIUM OWNERS ASSOCIATION.
5. THE CURRENT ZONING OF LOT 1 IS R-SF, SINGLE FAMILY RESIDENTIAL AND THE CURRENT ZONING OF THE COMMON AREA AND UNITS 1-32 ARE PLANNED DEVELOPMENT DISTRICT #390.
6. THE BUILDING SETBACKS FOR LOT 1 ARE DETERMINED BY THE ZONING DISTRICT AT THE TIME OF DEVELOPMENT.

WEST TALMAGE SUBDIVISION,
A PRELIMINARY PLAT
LOCATED IN THE NW1/4 OF THE SE1/4 OF
SECTION 2, TOWNSHIP 29 NORTH, RANGE 22 WEST
OF THE 5th PRINCIPAL MERIDIAN
CITY OF SPRINGFIELD
GREENE COUNTY, MISSOURI



VICINITY MAP SCALE 1" = 500'

SURVEYOR'S CERTIFICATION:

KNOWN ALL MEN BY THESE PRESENTS:

THAT I, JACK E. HOUSEMAN P.L.S. 2005019222 DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL SURVEY OF THE LAND HEREIN DESCRIBED IN ACCORDANCE WITH THE STANDARDS FOR PROPERTY BOUNDARY SURVEYS AS PROMULGATED FOR THE STATE OF MISSOURI BY THE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, PROFESSIONAL LAND SURVEYORS AND PROFESSIONAL LANDSCAPE ARCHITECTS AND THE MISSOURI DEPARTMENT OF AGRICULTURE, AND THAT THIS PLAT CONTAINS ALL INFORMATION REQUIRED BY RSMO SECTION 448.2-109 FOR CONDOMINIUM PLATS.

DATE OF PREPARATION: 4/22/2025



JACK E. HOUSEMAN P.L.S. 2005019222
PLATS THAT DO NOT SHOW A SEAL IMPRINT IN BLUE INK MAY HAVE BEEN FRAUDULENTLY ALTERED. DISREGARD ALL INFORMATION UNLESS VERIFIED BY THE PROFESSIONAL LAND SURVEYOR WHOSE SIGNATURE APPEARS ABOVE.

PREPARED FOR:

MIKE STALZER

PROJECT #: 7489
DRAWING #: 7489 PRE CONDO 1
DATE: 3/10/2025
REVISION DATE: 5/5/2025
DRAWN BY: J. HOUSEMAN
CHECKED BY: J. HOUSEMAN
SHEET: 2 OF 2
SCALE: 1" = N/A
MO COA #2022043688

MONUMENT LEGEND:

- - SET 1/2" IRON PIN
- - EX. 1/2" IRON PIN
- - EX. STONE
- ▲ - EX. C.O.E. MONUMENT
- ▲ - EX. R/W MONUMENT
- ▽ - EX. ALUMINUM MONUMENT

RECORDERS SPACE

 **Houseman
Land Survey**
Missouri • Arkansas
101 STATE DRIVE, SUITE 200
HOLLISTER, MO 65672
PHONE: 417-544-1147



EXPLANATION TO COUNCIL BILL 2025-159 (MCGULL)

FILED: 06/30/2025

ORIGINATING DEPARTMENT: Police

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into an Intergovernmental Agreement with the Board of Governors of Missouri State University for the purpose of continuing to provide enhanced law enforcement services within and around the Missouri State University campus.

PURPOSE: To authorize the City Manager, or designee, to enter into an agreement with the Board of Governors of Missouri State University for the purpose of continuing to provide policing services within and around the Missouri State University campus.

BACKGROUND INFORMATION: For 30 years, the City of Springfield has partnered with Missouri State University ("MSU") to staff a Springfield Police Department ("SPD") substation on the MSU campus to promote public safety, prevent crime and to foster the coordination of policing-related services in order to enhance the quality of life in and around the expanded MSU campus. This agreement is an annual renewal of that partnership, designed to meet the evolving needs of the SPD Substation located at MSU and the community it serves.

Submitted By: Paul Williams, Police Chief

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Collin Quigley, Interim City Manager 7/7/2025

Attachments:

1. MSU Substation 2025-2026 ordinance
2. Exhibit A - INTERGOVERNMENTAL AGREEMENT

One-rdg. _____
P. Hrngs. _____
Pgs. 12
Filed: 07-08-25

Sponsored by: McGull

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-159

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into an Intergovernmental
2 Agreement with the Board of Governors of Missouri State
3 University for the purpose of continuing to provide enhanced law
4 enforcement services within and around the Missouri State
5 University campus.
6 _____
7

8 WHEREAS, the need exists to staff a police substation on the campus of
9 Missouri State University ("MSU") on a continuous basis to promote public safety,
10 prevent crime and enhance the quality of life in and around the expanding MSU
11 campus; and
12

13 WHEREAS, the City of Springfield, Missouri, ("City") and MSU have worked
14 together for over 25 years in a partnership to meet that need by locating a substation of
15 the Springfield Police Department ("SPD") on the MSU campus; and
16

17 WHEREAS, the City and MSU wish to continue working together to provide a
18 safe community in and around the MSU campus by renewing the Intergovernmental
19 Agreement Regarding Law Enforcement Services ("IGA") for a police substation on the
20 MSU campus; and
21

22 WHEREAS, this IGA outlines the terms for the continued operation of the SPD
23 substation on the MSU campus.
24

25 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
26 SPRINGFIELD, MISSOURI, as follows, that:
27

28 Section 1 – The City Manager, or designee, is hereby authorized to enter into an
29 Intergovernmental Agreement with the Board of Governors of Missouri State University
30 to continue providing enhanced law enforcement services, said agreement to be
31 substantially in the form and content as that document attached hereto and incorporated
32 herein by reference as "Exhibit A."
33

34 Section 2 – This Ordinance shall be in full force and effect from and after
35 passage.

36
37 Passed at meeting: _____

38
39 _____
40 Mayor

41
42 Attest: _____, City Clerk

43
44 Filed as Ordinance: _____

45
46 Approved as to form:  _____, Assistant City Attorney

47
48
49 Approved for Council action:  _____, City Manager
50

Exhibit A

ROUTING	(1) ORIGINATING DEPARTMENT	(2) MISSOURI STATE UNIVERSITY	(3) FINANCE DEPARTMENT
ORDER	(4) LAW DEPARTMENT	(5) CITY MANAGER'S OFFICE	(6) CITY CLERK'S OFFICE
EFFECTIVE DATE JULY 1, 2025	TERMINATION DATE JUNE 30, 2026	CONTRACT NUMBER:	
☐ NEW CONTRACT ☒ RENEWAL OF CONTRACT No. _____			
CITY		BOARD OF GOVERNORS OF MISSOURI STATE UNIVERSITY	
CITY OF SPRINGFIELD 840 BOONVILLE, PO Box 8368 SPRINGFIELD, MO 65802 PHONE (417) 836-7612 FAX (417) 836-4663 ATTN: SGT. JOSH STEELE DEPT: MISSOURI STATE UNIV. POLICE SUBSTATION		BOARD OF GOVERNORS MISSOURI STATE UNIVERSITY 901 SOUTH NATIONAL SPRINGFIELD, MO 65897 PHONE (417) 836-4590 FAX (417) 836-7669 ATTN: VICE PRESIDENT- ADMINISTRATIVE SERVICES	

**INTERGOVERNMENTAL AGREEMENT REGARDING
LAW ENFORCEMENT SERVICES**

THIS AGREEMENT, made and entered into this _____ day of _____, 2025, by the parties identified above.

WHEREAS, the City of Springfield, Missouri ("City"), a municipal corporation organized and operating under the Constitution and Laws of the State of Missouri and the Springfield City Charter, and the Board of Governors ("Board") of Missouri State University, a university organized and operating under the Constitution and Laws of the State of Missouri, are mutually desirous of revising, renewing, and extending the period of the preexisting intergovernmental agreement for providing police services within and around the immediate campus area of Missouri State University ("MSU"); and

WHEREAS, the City and the Board are resolved that an agreement providing for enhanced law enforcement services within and around the campus of MSU will be of mutual benefit to the parties to this agreement.

NOW, THEREFORE, IN CONSIDERATION OF THE TERMS AND CONDITIONS HEREIN STATED, THE CITY AND THE BOARD HEREBY ENTER INTO THE FOLLOWING AGREEMENT REGARDING LAW ENFORCEMENT SERVICES TO BE PROVIDED WITHIN AND AROUND THE CAMPUS OF MSU:

A. STAFFING OF THE POLICE SUBSTATION

1. The Board agrees to provide, at its expense, a facility deemed suitable by the City for a police substation, to be located on the MSU campus as defined in Section B.1. of this agreement.

2. The City agrees to staff the police substation located on the MSU campus as promised herein. The Springfield Police Department expressly reserves and retains the right to direct and supervise all police personnel assigned to the police substation at all times this agreement is in effect. If requested, the Board agrees to provide approximately 2 hours per week of clerical assistance for the substation operation. The City will provide personnel and equipment for the purpose of staffing the police substation in accordance with the following schedule:

- a. The City agrees to staff the MSU substation with ten (10) full-time police officers. The minimum staffing of the MSU substation shall not fall below eight (8) full-time police officers, unless officers are reassigned pursuant to Section B, Paragraph 5 below. Those ten (10) police officers shall consist of: eight (8) police officers, one (1) police sergeant, and one (1) police corporal. In the event that the staffing is reduced to eight (8) full-time police officers, the officers shall consist of: seven (7) police officers, one (1) police sergeant or acting sergeant. The City agrees to provide 24-hour, 7-days per week police services on the campus. This will be accomplished through the assigned staff and the use of overtime. At the request of MSU, one (1) additional police officer may be added to bring the MSU substation to eleven (11) full-time police officers to reduce the overtime cost, provided sufficient notice is given to the Springfield Police Department to allow for the inclusion of the additional position into the recruit academy.

b. The division of costs for the ten (10) police officers provided to MSU under the terms of this agreement shall be that MSU fund 80% and the City fund 20% of the combined total of the salaries of the ten full-time officers assigned to the substation. The term "salaries" as used in this paragraph shall include: the officers' base salary and benefits. Should the parties agree in writing to increase the staffing of the substation to more than ten (10) officers, MSU shall be responsible for the entire salary of any additional officer assigned to the substation. If the staffing shall fall below ten (10) police officers pursuant to Section B, Paragraph 6 below for a period in excess of fourteen (14) days, MSU shall only be responsible for 80% of the total salaries of the remaining officers. (See Exhibit B attached hereto and incorporated herein by reference.)

c. Officers of the MSU substation who participate in special safety and enforcement projects agreed to between MSU safety and security staff and the Police MSU Substation Supervisor within and around the campus of MSU will be compensated at the guaranteed rate of time and one-half (money or compensatory time) for the actual time during which the officer is engaged in the performance of the special project. The cost of such compensation shall be reimbursed by the Board. Assignment of officers to such MSU special safety or enforcement projects is at the discretion of the Police MSU Substation Supervisor.

d. FISCAL YEARS SUBSEQUENT TO FY 13-14

(1) The parties may reassess the staffing needs for the police substation on an annual basis, or more frequently if either party deems it necessary to do so.

(2) The parties agree that the staffing levels designated in paragraph A.2.a will be continued for so long as this agreement is in effect, provided the staffing levels are not adjusted or revised in accordance with the terms and conditions of this agreement.

e. The City agrees to require all officers working on the MSU campus to attend MSU's Campus Security Authority training in compliance with the Jeanne Clery Disclosure of Campus Security Policy and Campus Crime Statistics Act (Clery Act). In addition, the City agrees to notify MSU of incidents being investigated by the SPD that pose an imminent or impending threat to the campus. The notification will be made in a timely manner that allows MSU to notify the campus community to take protective actions as required in the Clery Act.

3. The City agrees to designate one (1) substation officer to participate in the University's Behavioral Intervention Team (BIT) meeting, occurring weekly on Wednesdays at 10:00 a.m. in room 415 of Plaster Student Union, and as may be otherwise modified from time to time. Such dedicated officer shall liaison with the University's BIT at no additional cost to the University and consistent to the University's obligations under the Family Educational Rights and Privacy Act of 1974, 20 U.S.C. § 1232g; 34 CFR § 99 et seq. ("FERPA").

B. LAW ENFORCEMENT SERVICES TO BE PROVIDED BY THE CITY

1. The parties agree and understand that the primary purpose of the police substation is to bring the police and the campus community together in a unified effort to: (1) enhance public safety, (2) prevent crime, and (3) to make this, as a neighborhood, a better place to live. The parties therefore commit to exercise their best efforts to cooperate and communicate regarding matters of obvious concern. Recognizing the University may have helpful information, both parties are committed to open communication and, as appropriate, exchange of information. Nothing in this paragraph should be construed to require the divulgence of confidential or privileged information. The objective will be to create positive interaction and to establish a partnership between police and the campus community as defined in this section in the process of problem identification and problem resolution. MSU authorizes City of Springfield to enforce City of Springfield ordinances as well as state law on the campus.

a. The MSU campus is identified and delineated in the map, Exhibit A, and incorporated herein by reference. The MSU campus is generally described as two adjoining sections with the first area bounded by one block east of National Avenue on the east; Loren Street on the south; Kimbrough Avenue to the west; and St. Louis Street on the north; with the second area bounded by Benton Avenue/Kimbrough Avenue on the east; Walnut Street on the south; Main Avenue on the west and Tampa Street on the north. In addition, it is agreed that SPD officers assigned to the MSU Police Substation will routinely patrol and provide police services to all other satellite facilities owned or leased by MSU within the corporate city limits of the city of Springfield.

b. In addition to the defined area just described, the term "in and around the MSU campus area" shall include the perimeter streets, and shall also include all recognized Greek fraternity and sorority houses, without regard to their location, whether inside or outside the defined area.

2. Springfield police officers assigned to the police substation will work flexible shifts in accordance with the calls for service and crime-problem identification demands, based upon a 40 hour work week for each officer assigned.
3. The Springfield Police Department will assign an extra officer to the substation when requested, on designated Friday and Saturday nights, such as at the beginning and end of the school year, as determined by the substation supervisor.
4. Springfield police officers assigned to the police substation will provide a visible police presence to the MSU campus area.
5. The Springfield Police Department will investigate all accidents involving MSU and Bearline vehicles within the City of Springfield or on MSU property when requested.
6. The parties expressly agree and stipulate that, notwithstanding any other provision of this agreement to the contrary, the Springfield Police Department reserves and retains the right to temporarily reassign police officers assigned to the police substation to other duties in the following situations:
 - a. Emergency situations. In cases of emergency, or extraordinary needs for service in other locations the Springfield Police Department reserves and retains the right to utilize those officers assigned to the MSU substation as needed, for the duration of the emergency, including below the minimum staffing noted in Section A.2.A, if needed.
 - b. Staffing shortage reassignment. Staffing shortage reassignment shall mean reassignment of up to two (2) of the ten (10) police officer positions to a location other than the MSU substation on a full-time basis. In the event of reassignment, the City expressly agrees to restore the staffing of the police substation to the levels set out in Section A of this agreement as soon as possible in light of existing circumstances. Any reassignment will adhere to the minimum staffing levels agreed to in Section A.2.A.
 - c. Temporary reassignment. Temporary reassignment shall mean reassignment of MSU substation police officer positions to a location other than the MSU substation which reduces the MSU substation staffing below eight (8) positions on a full-time basis. Temporary reassignment may only be done by mutual agreement and for a specified amount of time.
7. The parties agree and understand that police officers assigned to the police substation will on occasion be absent from their duties as a result of illness, vacation leave, personal leave, funeral leave, compensatory time, training time, court appearances, military leave, and other similar causes of absence. In such cases the existing workload will be assumed by other members of the police substation staff. In the event an absence of any officer assigned to the police substation exceeds fourteen (14) days, the City will review the staffing needs of the police substation and will assign such additional personnel as may be necessary to the effective functioning of the unit depending upon availability of personnel.
8. The parties agree and understand that assignment to the MSU Substation will not penalize assigned employees and will not in any way threaten employment rights, promotional opportunities, training opportunities, or fringe benefits.
9. The Chief of the Springfield Police Department and the MSU President, or their designees, shall be responsible for developing all necessary procedures for the coordination of services between the two agencies.
10. The substation will maintain records which are available to the President (or his designee) to include but not limited to:
 - a. Substation payroll records.
 - b. Time sheet and detailed billing information sufficient for invoice reconciliation.
 - c. Work schedule of substation officers.
 - d. Calls For Service data within the designated substation area as defined by this contract.
 - e. Appropriate crime statistic information sufficient for Federal Clery reporting.
 - f. Provide information consistent with legal restrictions from police reports.
 - g. Equipment purchase orders.

h. Data by city service center.

C. RESPONSIBILITIES OF THE BOARD OF GOVERNORS

1. The Board agrees to provide and maintain a facility mutually deemed suitable by the City and the Board for a police substation, to be located in the MSU campus area as defined in Section B.1. of this agreement. The Board agrees to bear sole responsibility for the cost of operating and maintaining such facility for so long as this agreement is in effect.
2. The Board agrees to pay for services provided by the City in a total amount not to exceed One Million One Hundred Forty-Four Thousand Seven Hundred Ninety-Four Dollars and Twenty Cents (\$1,144,794.20) based on the cost projections set forth in Exhibit B and C attached hereto and incorporated herein by reference.
3. The Board agrees to pay the cost of the overtime, uniform allowance, equipment depreciation, transportation, software and training costs of all full-time officers assigned to the substation based on the cost projections set forth in the attached Exhibits B and C, attached hereto and incorporated herein by reference.
4. The City will bill the Board on a monthly basis for law enforcement services provided pursuant to this agreement. The Board shall remit to the city, money owed to the City under the terms of this agreement, on or before thirty (30) days after the date of the invoice, unless there is a dispute regarding the amount of the invoice in which case the parties agree to meet and discuss in good faith the invoice amount.
5. The Board agrees to provide an e-bicycle for each substation officer. The e-bicycle will meet the Springfield Police Department's specifications and will be replaced on a three-year cycle.

D. OTHER TERMS AND CONDITIONS

1. Conflicts. No salaried officer or employee of the City, and no member of the City Council or the Board shall have a financial interest, direct or indirect, in this contract. A violation of this provision renders the contract void.
2. Liability. The City hereby agrees to assume responsibility for the liabilities imposed by law on its employees, agencies, and institutions, including but not limited to all actions of its police officers undertaken on the MSU campus. The Board hereby agrees to assume responsibility for the liabilities imposed by law on its employees, agencies, and institutions. Nothing herein shall be construed to waive any sovereign, official or governmental immunity applicable to either party, its board or council members, officers or employees.
3. Notices. All notices required or permitted herein under and required to be in writing may be given by first class mail addressed to the Springfield City Manager, 840 Boonville, Springfield, Missouri 65802, and to the Board of Governors, Missouri State University, 901 South National, Springfield, Missouri 65897. The date of delivery of any notice shall be the date falling on the second full day after the date of its mailing.
4. Jurisdiction. This agreement and every question arising thereunder shall be construed and determined according to the laws of the State of Missouri. Should any part of this agreement be adjudicated, venue shall be proper only in the Circuit Court of Greene County, Missouri.
5. Termination of Agreement. Either party shall have the right to terminate this agreement upon giving written notice of intent to terminate to the other party at least 180 days prior to the date of termination.
6. Failure of Appropriations and Cancellation of Agreement. The parties mutually agree and understand that continuation of this agreement is subject to annual budget appropriations. Subject to the requirements of Section D.5., should the Springfield City Council or the Board fail to appropriate funds to continue staffing of the police substation, this agreement may be terminated by either party as of the last date upon which appropriated funds are available to either or both parties for continuation of staffing under the agreement.
7. Nondiscrimination. The parties agree not to discriminate on the basis of age, sex, religion, disability, race, national origin, ancestry, veteran status, sexual orientation, gender identity, or color, in employment, accommodation or provision of services in carrying out the terms and provisions of this agreement.
8. Term of the Agreement. Subject to all of the foregoing terms and conditions, the term of this Agreement shall be from July 1, 2025 through June 30, 2026. Thereafter, the parties may annually renew the Agreement for successive periods under such terms and conditions as may be agreed to at that time. Each addendum or renewal of the Agreement shall be in written form, executed by the Springfield City Manager and the President for MSU, on such terms and conditions as may be agreed

to by the City Manager and the President for MSU. Should the term of this contract end without a renewal being timely enacted, parties shall continue to follow these contract terms on a month-to-month basis until such time a new contract can be executed or one of the parties terminates the contract pursuant to Paragraph D.5 above.

9. **Compliance with all laws.** The parties agree to abide and follow all federal, state, and local laws in performing the duties set forth in this contract including, without limitation, Mo. Rev. Stat § 173.2050, which requires the parties to establish and follow certain policies and protocols regarding sexual assault, domestic violence, dating violence, and stalking involving Students and other members of MSU's campus community. Said policies and protocols are shown in Exhibit D, which is attached hereto and incorporated herein by reference.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year herein stated.

APPROVED AS TO FORM

The Board of Governors of Missouri State University

By: _____
Attorney for Board of Governors

By: _____
President of the University or designee

APPROVED AS TO FORM

The City of Springfield, Missouri

By: _____
City Attorney or designee

By: _____
City Manager or designee

CERTIFICATE OF DIRECTOR OF FINANCE

I certify that the expenditure contemplated by this document is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance of appropriated and available funds to pay therefor.

Director of Finance or his designee

EXHIBIT A MSU CAMPUS MAP

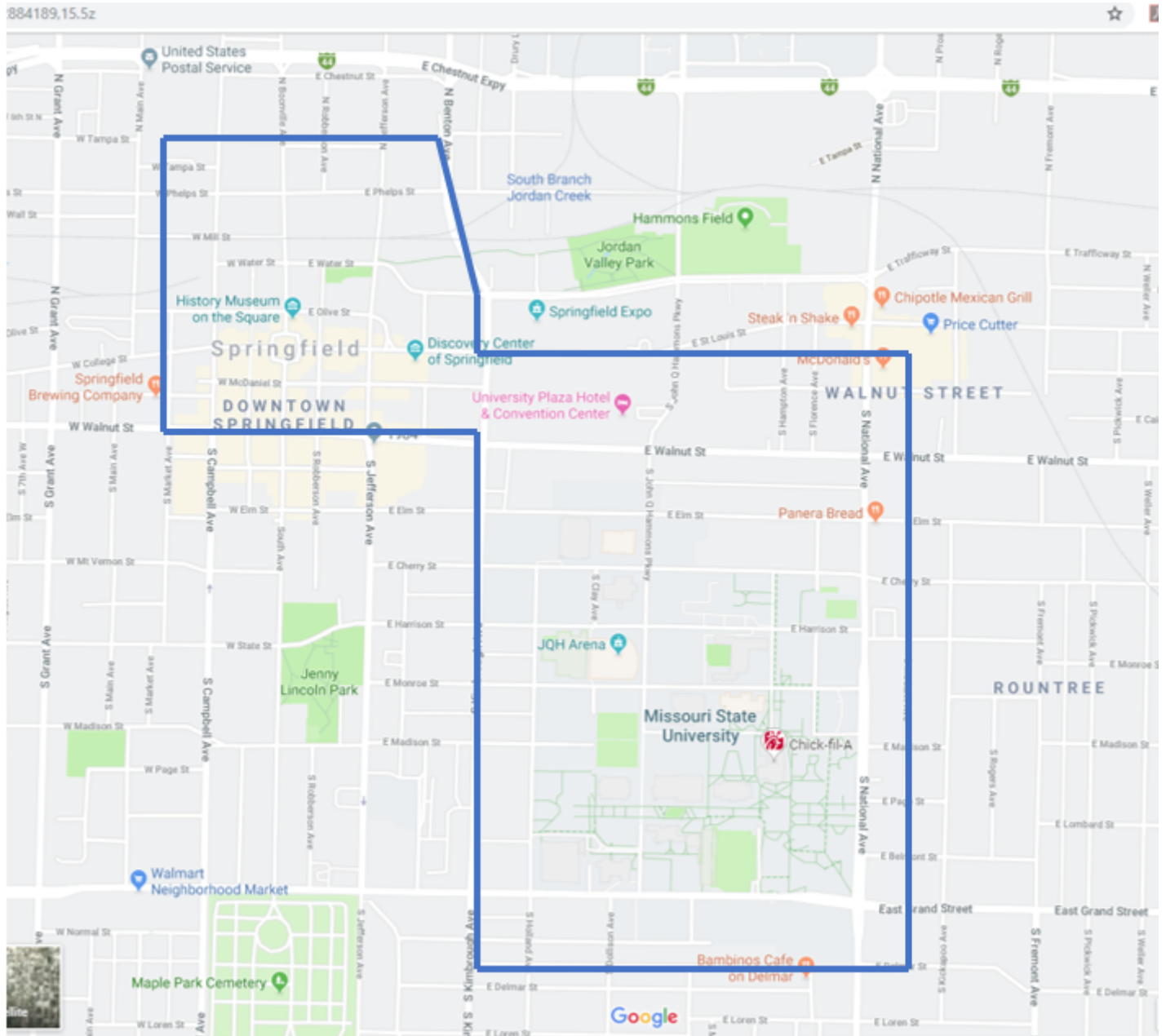


EXHIBIT B
Cost of MSU Substation Account
FY 2025-2026

	Totals
SALARIES / BENEFITS*	
Sergeant (1), Corporal (1), and Officers (8)	
MSU Cost – 80% of Total Cost _____	\$973,484
OVERTIME _____	\$106,553.00
Subtotal: _____	\$1,080,037.00
OVERHEAD:	
UNIFORM ALLOWANCE (10 Officers) _____	\$14,500.00
TRAINING COST _____	\$4,400.00
TRANSPORTATION AND SOFTWARE COST ** _____	\$45,857.20
Subtotal: _____	\$64,757.20
Total Contract Amount _____	\$1,144,794.20

* Salary information is calculated at actual officer's salaries and top step for vacant positions and includes longevity pay, education incentive, pension contribution, Medicare, workers' comp, etc.
Salaries and Benefits above is 80% of cost.

** (See Exhibit C)

EXHIBIT C
MSU Substation Transportation, Equipment and Software Cost
FY 2025-2026

Transportation

	2025 (2501)	2021 (2158)	2017 (2720)	2016 (2111)
	Ford Interceptor	Ford Interceptor	Ford Explorer	Ford Explorer
Purchase cost	78,607.58	48,017.43	\$48,048	\$38,350.00
7 Year Depreciation	11,229.65	6,859.63	Fully Depreciated	Fully Depreciated

Annual Depreciation for two (2) vehicle	\$18,089.28
Fuel Cost **	\$2,902.14
Maintenance and Repair Cost **	\$17,404.68
Vehicle Subtotal	\$38,396.10

Equipment

Ten (10) Body Worn Cameras

	10 Body Worn Cameras
Purchase Cost Per Camera	\$2,551.57
5 Year Depreciation (Year 5 of 5)	\$510.31
Annual Depreciation for (10) Body Worn Cameras	\$5,103.10
Body Worn Camera Subtotal	\$5,103.10

Note: Five (5) e-Bikes are fully depreciated.

Software

Ten (10) Office 365 annual software license fees	\$235.80 each
Software Subtotal	\$2,358.00

Total Annual Transportation, Equipment and Software Cost	\$45,857.20
---	--------------------

* Cost of the vehicle with standard law enforcement, including mobile data terminal and emergency equipment. All equipment will be maintained in good working order.

**Figure based on actual and averages for FY25 (July 2024-June 2025). Figures from Fleet Administrator.

EXHIBIT D
Policies and Protocols Regarding
Sexual Assault, Domestic Violence, Dating Violence, and Stalking

Consistent with the provisions of Title IX of the Education Amendments of 1972, 20 U.S.C.A. § 1681, *et seq.* ("Title IX"), and the Violence Against Women Act ("VAWA"), MSU will investigate all reports of sexual assault, domestic violence, dating violence and stalking that are brought to MSU's attention, regardless as to where the conduct is alleged to occur, which involve member(s) of the MSU campus community. (Note: Such reports will be investigated by MSU regardless as to where the conduct is alleged to have occurred, in that MSU is obligated to determine whether the alleged conduct occurred in the context of an educational program or activity, or has continuing effects on the MSU campus or in an off-campus educational program or activity.)

Consistent with the requirements of Title IX and VAWA, and the directives of the Department of Education's Office for Civil Rights ("OCR"), MSU will honor the wishes of a complainant/victim as to whether to notify the Springfield Police Department of an incident of alleged sexual assault, domestic violence, dating violence and or stalking. The reporting of any such offense will be the choice and the responsibility of the complainant/victim. Notwithstanding the foregoing, nothing in this Exhibit D shall be construed so as to preclude the Springfield Police Department from investigating any and all allegations of criminal activity – including allegations of sexual assault, domestic violence, dating violence, or stalking – that are reported to the Springfield Police Department or otherwise come to the attention of the Springfield Police Department.

Subject to its obligations under the Family Educational Rights and Privacy Act of 1974, 20 U.S.C. § 1232g; 34 CFR § 99 *et seq.* ("FERPA"), MSU will cooperate with the Springfield Police Department, in terms of any law enforcement investigation of sexual assault, domestic violence, dating violence and or stalking involving members of the MSU campus community, if authorized by the complainant/victim or pursuant to a lawfully issued search warrant, subpoena, or court order. The Springfield Police Department agrees to use best efforts to communicate with MSU regarding investigations or reports of sexual assault, domestic violence, dating violence and or stalking involving members of MSU's campus community, provided that such communication, in the reasonable estimation of the Springfield Police Department or the Greene County Prosecuting Attorney, will not jeopardize the integrity of an investigation, or subsequent prosecution, of sexual assault, domestic violence, dating violence and or stalking.

Depending on the facts and circumstances of an individual case, one or both parties may have jurisdiction to investigation incident of sexual assault, domestic violence, dating violence and or stalking involving members of the MSU campus community. The term jurisdiction, as used herein, means that MSU shall have jurisdiction to conduct investigations consistent with its Title IX/VAWA obligations and its educational interests, whereas SPD shall have jurisdiction to conduct investigations from a law enforcement/criminal perspective. Both parties understand and agree that such investigations are independent and may happen simultaneously, and agree to provide one another with as much courtesy and communication as may be possible, given the facts and circumstances of the individual case.

The parties acknowledge and agree that this Exhibit D is intended fully conform to the requirements of Mo. Rev. Stats. § 173.2050. The parties further acknowledge that, pursuant to Mo. Rev. Stat. § 173.2050.3, the Missouri Department of Public Safety has been charged with promulgating rules and regulations by August 28, 2016, to facilitate the implementation of the requirements of Mo. Rev. Stat. § 173.2050. Thus, the parties agree to evaluate any and all such promulgating rules and regulations, and to work together in good faith to modify their collaborative practices and, as necessary, this Exhibit D, to ensure continued legal compliance.



EXPLANATION TO COUNCIL BILL 2025-160 (HARDINGER)

FILED: 06/13/2025

ORIGINATING DEPARTMENT: Economic Vitality

TITLE: A resolution confirming the appointment of Matt Blevins and Heidi Herrman-Bacon, and the reappointment of Teresa Emerson and Travis Tindall to the Commercial Street Community Improvement District Board of Directors.

PURPOSE: To appoint Matt Blevins and Heidi Herrman-Bacon and reappoint Teresa Emerson and Travis Tindall to the Commercial Street Community Improvement District Board of Directors. (Staff recommends approval.)

BACKGROUND INFORMATION: As required by the petition establishing the Commercial Street Community Improvement District ("CID"), the Mayor shall appoint Directors to the CID Board of Directors with the consent of the City Council. The CID Board of Directors requests the following appointments to the Board:

Seat	Name	Qualification	Term	Notes
4	Heidi Herrman-Bacon	Registered Voter and Property/Business Owner	7/13/2029	New Appointment
5	Teresa Emerson	Property/Business Owner	7/13/2029	Reappointment
6	Travis Tindall	Property/Business Owner	7/13/2029	Reappointment
7	Matt Blevins	Property/Business Owner	7/13/2029	New Appointment

REMARKS: Staff recommends approval.

Submitted By: Matthew Schaefer, Senior City Planner

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Maurice S. Jones, Deputy City Manager 6/30/2025

Attachments: 1. Commercial Street CID Board Appts July 2025

One-rdg. X
P. Hrngs.
Pgs. 3
Filed: 07-08-2025

Sponsored by: Hardinger

COUNCIL BILL 2025-160 RESOLUTION

A RESOLUTION

1 CONFIRMING the appointment of Matt Blevins and Heidi Herrman-Bacon, and the
2 reappointment of Teresa Emerson and Travis Tindall to the Commercial
3 Street Community Improvement District Board of Directors.
4
5

6 WHEREAS, on June 15, 2009, City Council passed Special Ordinance 25611
7 approving a petition requesting the formation of the Commercial Street Community
8 Improvement District ("CID") and thereby establishing the same; and
9

10 WHEREAS, said petition established the qualifications and process for
11 appointing members of the Commercial Street CID Board of Directors through
12 appointment by the Mayor with confirmation by City Council; and
13

14 WHEREAS, there is presently a need to appoint four members to the
15 Commercial Street CID Board of Directors; and
16

17 WHEREAS, the Commercial Street CID Board of Directors submitted a slate to
18 the City Clerk recommending the appointment of Matt Blevins and Heidi Herrman-
19 Bacon, and the reappointment of Teresa Emerson and Travis Tindall, to the
20 Commercial Street CID Board of Directors.
21

22 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
23 SPRINGFIELD, MISSOURI, as follows, that:
24

25 Section 1 – The Mayor hereby appoints, and City Council hereby confirms the
26 appointment of, Matt Blevins to the Commercial Street Community Improvement District
27 Board of Directors, with his term to expire on July 13, 2029.
28

29 Section 2 – The Mayor hereby appoints, and City Council hereby confirms the
30 appointment of, Heidi Herrman-Bacon to the Commercial Street Community
31 Improvement District Board of Directors, with her term to expire on July 13, 2029.
32

33 Section 3 – The Mayor hereby reappoints, and City Council hereby confirms the
34 reappointment of, Teresa Emerson to the Commercial Street Community Improvement
35 District Board of Directors, with her term to expire on July 13, 2029.

36 Section 4 – The Mayor hereby reappoints, and City Council hereby confirms the
37 reappointment of, Travis Tindall to the Commercial Street Community Improvement
38 District Board of Directors, with his term to expire on July 13, 2029.

39
40 Section 5 – This Resolution shall be in effect immediately upon adoption.

41
42 Passed at meeting: _____

43
44 _____
45 Mayor

46
47 Attest: _____, City Clerk

48
49 Filed as Resolution _____

50
51 _____
52 Approved as to form: *Laura Vales*, Assistant City Attorney

53
54 _____
55 Approved for Council action: *[Signature]*, City Manager



EXPLANATION TO COUNCIL BILL 2025-161 (CARROLL)

FILED: 06/24/2025

ORIGINATING DEPARTMENT: Fire

TITLE: A special ordinance amending the budget of the City of Springfield for Fiscal Year 2025-2026, in the amount of \$123,473.93, to accept and appropriate funds from the State Homeland Security Grant Program; and declaring that this Ordinance qualifies for approval in one reading pursuant to City Charter Section 2.16(25).

PURPOSE: To authorize the City Manager, or designee, to amend the budget of the Fire Department for the 2025-2026 fiscal year in the amount of \$123,473.93 for the sustainment and operation of the Springfield Fire Department / Region-D Hazardous Materials Team, Technical Rescue Team, and Bomb Squad, as previously approved through City Council Ordinance 28084.

BACKGROUND INFORMATION: City Council previously authorized the acceptance and appropriation of a State Homeland Security Grant Program ("SHSGP") grant with a combined value of \$123,473.93 for the sustainment and operation of the Springfield Fire Department / Region-D Hazardous Materials Team, Technical Rescue Team, and Bomb Squad, through City Council special ordinance 28084. At the time of approval, items authorized were to be received in-kind; however, acquisition and purchasing responsibility resides with the City of Springfield and the Fire Department. This action is to amend the budget of the Fire Department to allow for completion of the purchase of approved equipment, and payment for technical training and extension of warranty support.

Submitted By: David Pennington, Fire Chief

Authorized for inclusion on the agenda pursuant to City Code section 2-33:

Collin Quigley, Interim City Manager 7/7/2025

Attachments:

1. State Homeland Security Grant Ord
2. 0001 FIRE MSU SMCOG HOMELAND SECURITY FY25 BA CORR

One-rdg. X
P. Hrngs.
Pgs. 4
Filed: 07-08-25

Sponsored by: Carroll

First Reading:

Second Reading:

COUNCIL BILL 2025-161

SPECIAL ORDINANCE

AN ORDINANCE

1 AMENDING the budget of the City of Springfield for Fiscal Year 2025-2026, in the
2 amount of \$123,473.93, to accept and appropriate funds from the State
3 Homeland Security Grant Program; and declaring that this Ordinance
4 qualifies for approval in one reading pursuant to City Charter Section
5 2.16(25).
6 _____
7

8 WHEREAS, on December 16, 2024, the City Council adopted Special Ordinance
9 28084, which authorized the acceptance of a State Homeland Security Grant Program
10 grant to support the sustainment and operation of the Springfield Fire
11 Department/Region-D Hazardous Materials Team, Technical Rescue Team, and Bomb
12 Squad; and
13

14 WHEREAS, at the time Special Ordinance 28084 was adopted, it was anticipated
15 that the Missouri Department of Public Safety, Office of Homeland Security would
16 complete all procurement of equipment awarded under the grant, and the grant would
17 be provided to the Springfield Fire Department in-kind; and
18

19 WHEREAS, based on the anticipated procurement process, no budget
20 adjustment was included in Special Ordinance 28084; and
21

22 WHEREAS, the Fire Department has since learned that the grant will instead be
23 awarded in monetary form, with procurement to be completed by the City with the use of
24 grant funds; and
25

26 WHEREAS, in order to carry out the previously accepted State Homeland
27 Security Grant Program grant, an adjustment to the Fire Department budget is
28 necessary.
29

30 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
31 SPRINGFIELD, MISSOURI, as follows, that:
32

33 Section 1 – The budget for Fiscal Year 2025-2026 of the City of Springfield is
34 hereby amended in the accounts and in the amounts as shown on Budget Adjustment

No. 001, a copy of which is attached hereto and incorporated herein by this reference as "Exhibit A."

Section 2 – City Council hereby finds that the budget adjustment made above has been recommended by the City Manager.

Section 3 – The City Manager, or designee, is directed to cause the appropriate entries to be made in the books and records of the City.

Section 4 – The City Council hereby finds and declares that this Ordinance authorizes the acceptance of grant monies from the State Homeland Security Grant Program and may be passed as a one-reading ordinance under City Charter Section 2.16(25). Therefore, this Ordinance shall be in full force and effect from and after passage.

Passed at meeting: _____

Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form:  _____, Assistant City Attorney

Approved for Council action:  _____, City Manager

CITY OF SPRINGFIELD, MO
BUDGET ADJUSTMENT

Exhibit A

Budget Adjustment
0001

Revenues:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
22680	10	15010	416020	000000	00000	\$ 123,473.93	State Homeland Security Grant Program
Net Revenue Adjustment						\$ 123,473.93	

Expenditures:

Fund	Dept	Org	Account	P&G	Location	Amount	Description
22680	10	15010	508170	000000	00000	\$ 123,473.93	Emergency response equipment
Net Expenditure Adjustment						\$ 123,473.93	

Fund Balance Appropriation:

Fund	Title	Amount

Explanation: To amend the FY2025-26 budget by appropriating grant funds from the State Homeland Security Grant Program for an emergency response equipment.

Requested By:

 7-08-2025
Department Head Date

Approved By:

 7-08-2025
Director of Finance Date

City Manager Date

Authorization:

Council Bill No. 2025-161
Ordinance No. _____
1st Reading _____
2nd Reading _____
Journal Imp No. _____



EXPLANATION TO COUNCIL BILL 2025-143 (HORTON, MCGULL)

FILED: 07/01/2025

ORIGINATING DEPARTMENT: Public Works

TITLE: A special ordinance authorizing the City Manager, or designee, to enter into a Memorandum of Understanding with the Missouri Department of Natural Resources for the purpose of installing, operating, and maintaining two streamgages.

PURPOSE: Authorizing the City Manager, or designee, to enter into a Memorandum of Understanding with the Missouri Department of Natural Resources for the purpose of establishing streamgage monitoring stations.

BACKGROUND INFORMATION: This MOU authorizes the installation and maintenance of two streamgages; one on the North Branch of Jordan Creek near Division Street and Fairway Avenue and the other on the South Branch of Jordan Creek where it crosses Sherman Parkway. The equipment used for the monitoring stations consists of a sensor, data logger, camera, and solar panel. DNR will provide and install the equipment, and the City will maintain it. Annual expenses for maintaining the monitoring stations are estimated to be approximately \$2,000.

Streamgages are devices used to measure water level at a particular point in a stream. Data collected from streamgages can then be used along with other information to derive the flow in the stream, which has many beneficial uses. Collecting continuous flow data in combination with precipitation data can help us better understand the rainfall to runoff relationships in watersheds and eventually allow for calibration of the City's hydrologic and hydraulic models and the development of flow frequency curves. This data is invaluable when designing capital improvements or mapping floodplains to ensure that infrastructure is sized appropriately, and the risk information portrayed on flood risk maps is accurate. This data is valuable for water quality modeling and to emergency management personnel for issuing flood warnings or notifying the public about road closures.

Supports the following City Council Priorities:

- Public Safety

REMARKS: Public Works recommends passage of this Council bill.

Submitted By: Brett Foster, Assistant Director of Public Works

Authorized for inclusion on the agenda pursuant to City Code section 2-33:



Attachments: 1. DNR Streamgages_ord
 2. Springfield Streamgage MOU_Agree_ExhA

One-rdg. _____
P. Hrngs. _____
Pgs. 8
Filed: 06-17-25

Sponsored by: Horton, McGull

First Reading: _____

Second Reading: _____

COUNCIL BILL 2025-143

SPECIAL ORDINANCE _____

AN ORDINANCE

1 AUTHORIZING the City Manager, or designee, to enter into a Memorandum of
2 Understanding with the Missouri Department of Natural Resources for
3 the purpose of installing, operating, and maintaining two streamgages.
4 _____

5
6 WHEREAS, the Missouri Department of Natural Resources ("MDNR") and the
7 City of Springfield, Missouri (the "City"), wish to cooperate to install and maintain two
8 streamgages; and
9

10 WHEREAS, these gauges provide real-time, continuous data of water-surface
11 elevation and stream flow; and
12

13 WHEREAS, this data is used for mapping floodplains, issuing flood warnings due
14 to major storm events, water-quality monitoring studies, watershed planning purposes,
15 and for education and research; and
16

17 WHEREAS, the streamgages will be located on the North Branch of Jordan
18 Creek near Division Street and Fairway Avenue and on the South Branch of Jordan
19 Creek where it crosses Sherman Parkway; and
20

21 WHEREAS, MDNR will provide and install the equipment, and the City will be
22 responsible for maintenance, with annual maintenance estimated to be approximately
23 \$2,000.
24

25 NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF
26 SPRINGFIELD, MISSOURI, as follows, that:
27

28 Section 1 – The City Manager, or designee, is hereby authorized to enter into a
29 Memorandum of Understanding with the Missouri Department of Natural Resources for
30 the purpose of installing, operating, and maintaining two streamgages, with said
31 Memorandum to be in substantially similar form as that document attached hereto and
32 incorporated herein by reference as "Exhibit A."
33

34 Section 2 – This Ordinance shall be in full force and effect from and after
35 passage.

36
37 Passed at meeting: _____

38
39 _____
40 Mayor

41
42 Attest: _____, City Clerk

43
44 Filed as Ordinance: _____

45
46
47 Approved as to form:  _____, Assistant City Attorney

48
49
50 Approved for Council action:  _____, Interim City Manager

EXHIBIT A

Memorandum of Understanding between the Missouri Department of Natural Resources and the City of Springfield for Streamgage Monitoring Stations and Data Sharing

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is entered into between the Missouri Department of Natural Resources (hereinafter “Department” or “MoDNR”), an executive agency of the State of Missouri, and the City of Springfield (hereinafter “City” or “Owner”), the governing body of the City of Springfield in the State of Missouri, and is effective as of the date of the last signature below.

WHEREAS, MoDNR’s Missouri Geological Survey is responsible for the monitoring of surface water quantity of Missouri streams in accordance with Section 256.060, RSMo, and seeks to establish a network of streamgage monitoring stations throughout the State of Missouri;

WHEREAS, the streamgage monitoring stations to be employed by MoDNR comprise a radar sensor, an enclosure for the datalogger, a web camera, and a solar panel. These components are to be attached to a bridge or mounted to a pole to the side of a bridge.

WHEREAS, MoDNR has requested access to two permanent box culverts owned by the City, for purposes of installation and maintenance of two streamgage monitoring stations. The first site is located on East Division Street, immediately South from the intersection of North Fairway Avenue and East Division Street, and crosses over the North Branch of Jordan Creek at coordinates 37.225520° latitude and -93.265264° longitude. The second site is located on North Sherman Parkway, approximately 50 feet North of the intersection of East Phelps Street and North Sherman Parkway, and crosses over the South Branch of Jordan Creek at coordinates 37.212491° latitude and -93.281324° longitude.

WHEREAS, the City agrees to take ownership of the equipment after installation and agrees to maintain the equipment in good working order, including replacement, if necessary, until this MOU has expired or the Department otherwise agrees it no longer needs data from one or both of these streamgage monitoring stations.

WHEREAS, MoDNR will provide the two streamgage monitoring stations to the City in exchange for the data generated from those stations, and requests the data to be made available in a format consistent with established practices.

NOW THEREFORE, in consideration of the mutual promises, covenants, and representations contained herein, the parties agree as follows:

- (1) DEPARTMENT RESPONSIBILITIES: The Department agrees to:
 - a. Install the streamgages and the data gathering equipment at the locations identified above and in manner that does not create a safety hazard;

- b. Provide the necessary monitoring equipment for the installation of the streamgages;
 - c. Provide cellular communication for the streamgages at the onset of the project for as long as funding is available. If funding becomes unavailable, the Department will provide written notice that cellular service to the streamgages will be discontinued.
- (2) OWNER RESPONSIBILITIES: The Owner agrees to:
 - a. Authorize MoDNR and its authorized representatives to enter and access the Owner's property described above, including rights of ingress and egress, for purposes of installation and initial monitoring of the streamgage monitoring stations;
 - b. After installation, accept ownership and ongoing responsibility for the two streamgage monitoring stations;
 - c. Allow the streamgage monitoring stations located on the Owner's property to remain in use for as long as this MOU remains in effect;
 - d. Be responsible for all costs associated with the streamgage monitoring stations after installation, including maintenance as needed to not create a safety hazard, replacement if necessary, and eventual removal of the streamgage monitoring stations;
 - e. Notify MoDNR if there is a change in location or condition of either streamgage; and
 - f. Hold the Department harmless for any vandalism to the streamgage monitoring station that is caused by other parties.
- (3) COOPERATION: To the greatest extent possible, the Parties agree to cooperate to achieve the successful establishment and long-term maintenance of the two streamgage monitoring stations described above.
- (4) RESPONSIBILITY: To the extent provided by Missouri law, and in no way to be construed as any waiver or limitation of the doctrines of sovereign, official, or other governmental immunities, the Department and the City will each be responsible for their own acts and omissions in connection with the performance of the terms and conditions of this MOU, and the Department agrees to indemnify and hold the Owner harmless from and against any injuries or damage to any persons or property arising out of or resulting from the acts or omissions of the Department or its contractors while on or arising from their entry to the Owner's property.
- (5) AMENDMENTS: Any change in this MOU, whether by modification or supplementation, must be accomplished by a formal amendment signed and approved by the duly authorized representatives of the Department and the City.

- (6) OWNER REPRESENTATIVE: The Owner may designate by written notice other persons having the authority to act on behalf of the Owner in furtherance of the performance of this MOU.
- (7) DEPARTMENT REPRESENTATIVE: The Program Director of the Department's Water Resources Center is designated as the Department's representative for the purpose of administering this MOU. The Department's representative may designate by written notice other persons having the authority to act on behalf of the Department in furtherance of the performance of this MOU.
- (8) ASSIGNMENT: Except for any governmental reorganization authorized by law, the Department and the Owner shall not assign, transfer, or delegate any interest in this MOU without the prior written consent of the other party to the MOU.
- (9) LAW OF MISSOURI TO GOVERN: This MOU shall be construed according to the laws of the State of Missouri. Both parties shall comply with all local, state, and federal laws and regulations relating to the performance of this MOU.
- (10) MODIFICATION OR TERMINATION: The Department and Owner may terminate or modify this MOU at any time by written agreement of both parties. Or either party may terminate this MOU by providing notice to the other party of its intent to terminate the MOU, and such termination will become effective 60 days after the date of the notice of termination.
- (11) NOTICES: Any notice or other communication required or permitted to be given in writing hereunder shall be delivered by United States mail, regular mail postage prepaid, or by email, as follows, or to such other place as the parties may designate in accordance with this MOU:

Program Director, Water Resources Center
Missouri Department of Natural Resources
P. O. Box 176
Jefferson City, MO 65102-0176
mowaters@dnr.mo.gov

To Owner:
Chris Dunnaway, Principal Engineer
City of Springfield Public Works Department
840 N. Boonville Ave.
Springfield, MO 65802
417-864-1876
cdunnaway@springfieldmo.gov

- (12) SECTION HEADINGS: All section headings contained in this MOU are for the convenience of reference only and are not intended to define or limit the scope of any provision of this MOU.
- (13) SUCCESSORS AND ASSIGNS: The provision of this MOU shall apply to and be binding upon the parties executing this MOU, their successors, assigns, agents, subsidiaries, affiliates, and lessees, including officers, employees, agents, corporations, and any persons acting under, through or for the parties agreeing hereto.
- (14) PERMITS: The Department shall secure any necessary approvals or permits from the Federal Government and the State of Missouri as required to install the streamgage monitoring stations, and the City shall secure any necessary approvals or permits from the Federal Government and the State of Missouri as required to operate, maintain, and/or upgrade the streamgage monitoring stations.
- (15) This MOU may be signed and transmitted in counterparts and/or electronically.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding on the date last written below.

**MISSOURI DEPARTMENT OF
NATURAL RESOURCES**

CITY OF SPRINGFIELD

By: Erin Fanning, Program Director
Water Resources Center

By: Colin Quigley
Acting City Manager

Date

Date